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Phyre Technologies' Superior Solution Addresses New FAA Fuel Tank Safety Requirements

Technology Can Reduce Fuel Tank Explosion Risk, Improve Airline Passenger Safety

EL CAJON, Calif.--([BUSINESS WIRE](#))--Phyre Technologies applauds the new fuel tank safety rule announced today by the Department of Transportation aimed at preventing future fuel tank explosions on commercial airlines like the 1996 TWA flight 800 disaster. The company has pioneered an effective "green" on-board system that removes oxygen and vapor in fuel tanks to avoid the possible ignition of combustible gasses.

Phyre Technologies is the global pioneer and leader in closed-loop fuel tank safety technology for commercial and military aircraft. Its "Green" On-Board Inert Gas Generation System (GOBIGGS™) eliminates the probability of fuel tank ignition or explosion by dramatically reducing the oxygen and fuel vapor in the fuel tank. In addition, unlike existing technologies, the environmentally friendly system does not ventilate fuel vapor into the atmosphere.

"Our technology is regarded by many in the aviation industry as the next generation of fuel tank inerting," said Stuart Robertson, CEO of Phyre Technologies. "And our technology significantly outperforms others in terms of its efficiency, while offering a significantly "greener" solution compared to past systems. Instead of ventilating fuel vapor, the system converts the oxygen and fuel vapor in the tank into inert gas and recycles it back into the tank."

In 2005, the FAA proposed the new fuel tank safety rule in response to the TWA accident and concerns over passenger safety. The National Transportation Safety Board determined, following a four-year probe, "...that the probable cause of the accident was an explosion of the center wing fuel tank (CWT), resulting from ignition of the flammable fuel/air mixture in the tank." This was not the first, nor the last, explosion of its kind. Similar accidents occurred in 1990 and 2001 at foreign airports.

The new rule will require all passenger aircraft built after 1991 to be retrofitted with fuel-tank inerting technology to eliminate aircraft fire and explosion hazards. All new commercial aircraft must be equipped with the technology within two years. Under the rule, existing cargo aircraft are exempt from the new technology retrofit requirements; however, all new cargo aircraft must have the technology.

According to the Department of Transportation, the cost to commercial and cargo aircraft manufacturers and operators to comply with the new aircraft safety rule is estimated to be at least \$1 billion. "With a superior, environmentally friendly, and cost-effective technology that can solve the problem, we see a huge market opportunity for Phyre Technologies," said Robertson. The company is currently negotiating with a number of the aviation industry's leading companies concerning joint development or licensing of the technology.

"The safety of passengers and airline crews is paramount. They deserve the peace of mind that comes with knowing that when they step onto a plane the safety of the fuel tank is not a concern," said Robertson. "We're confident that our solution can give them that assurance."

Phyre Technologies, based in El Cajon, California, is the leading developer of next-generation inert gas-generating and deoxygenation systems that promote improved efficiency, safety, and profitability for commercial, military, and government customers. For more information, visit www.phyre.net, send an email to stuart.robertson@phyre.net or call 619.448.0904.

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