BDI

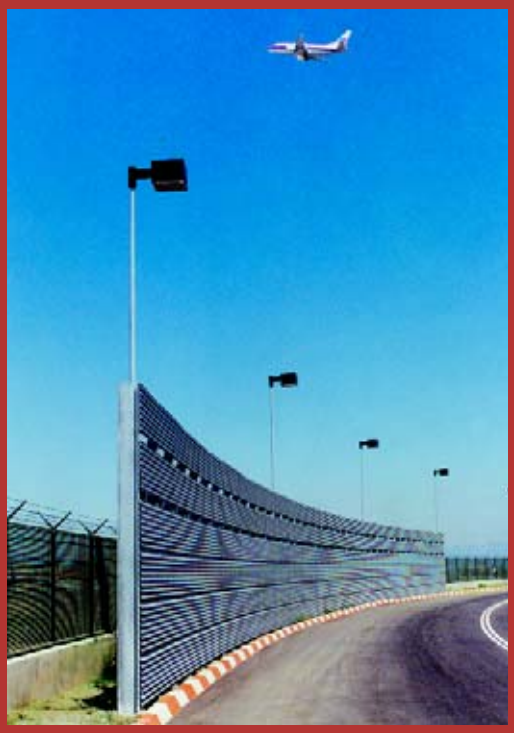
FEATURING LYNNCO PRODUCTS

JBD | Jet Blast Deflectors

TECHNICALLY PROVEN DESIGNS | HIGHEST QUALITY MATERIALS | PROFESSIONAL INSTALLATION | OUTSTANDING CUSTOMER SERVICE

In 1957, Lynnco jet blast deflectors became the standard at U.S. Air Force bases when company founder Stanley Lynn introduced a radically different blast deflector that proved far superior to other designs in an Air Force comparative test. BDI's reputation as the industry leader was further established by offering the first successful solid, single-surface jet blast deflector. This new design offered extraordinary advantages over traditional deflector models, including improved deflection, lighter weight, lower cost and ease of installation.

Blast Deflectors, Inc. (BDI) is the world leader in Jet Blast Deflector (JBD) and Ground Run-Up Enclosure (GRE) technology and products. Over the last 50 years, BDI has focused exclusively on solutions for the aviation industry and in the process has earned a worldwide reputation for its expertise, integrity and long-term customer commitment.



V14 blast fence installation at Los Angeles International Airport.

MAXIMIZING SPACE MINIMIZING DANGER

By focusing exclusively on solutions for jet blast and noise attenuation, BDI has gained a clear understanding of the issues airport planners face today. Planning is a major challenge for Airport Operations Area (AOA) designers, particularly when demands for expansion increase while usable space is limited. BDI jet blast deflectors greatly reduce the space required between aircraft and blast-sensitive areas such as buildings, parking areas, taxiways and baggage handling areas. AOA management is dramatically improved with the use of BDI deflectors by providing more flexibility in planning airside space without sacrificing safety.

COST-SAVING ADVANTAGES

Outstanding Longevity Typically over 20 years.

Easily Transported Components are shipped factory direct, nested and neatly stacked for efficient delivery to the jobsite.

Easy Installation Pre-engineered components with no special tools or equipment requirements.

Versatility Deflectors can be used as perimeter security fencing. They can also be relocated, extended or reconfigured.

Maintenance-Free Featuring galvanized steel and locking fasteners.

JET BLAST DEFLECTOR SPECIALISTS

BDI is the only company in the world to offer a full line of blast deflectors suitable for all military and commercial aircraft. This diverse line of deflectors includes light duty taxi/breakaway power models, heavy duty full-power runup models and afterburner models. BDI deflectors, which offer protection from aircraft exhaust by redirecting jet blasts upward, are designed for use with cutting-edge aircraft such as the F-22, the Eurofighter, the A380 and the B-787.

INNOVATION DRIVEN BY CUSTOMERS

BDI seeks optimum results exclusively for the aviation industry by focusing on customer-driven design solutions. This is evident in BDI's commitment to providing a customized solution for each project, post-installation follow-up and careful product monitoring.

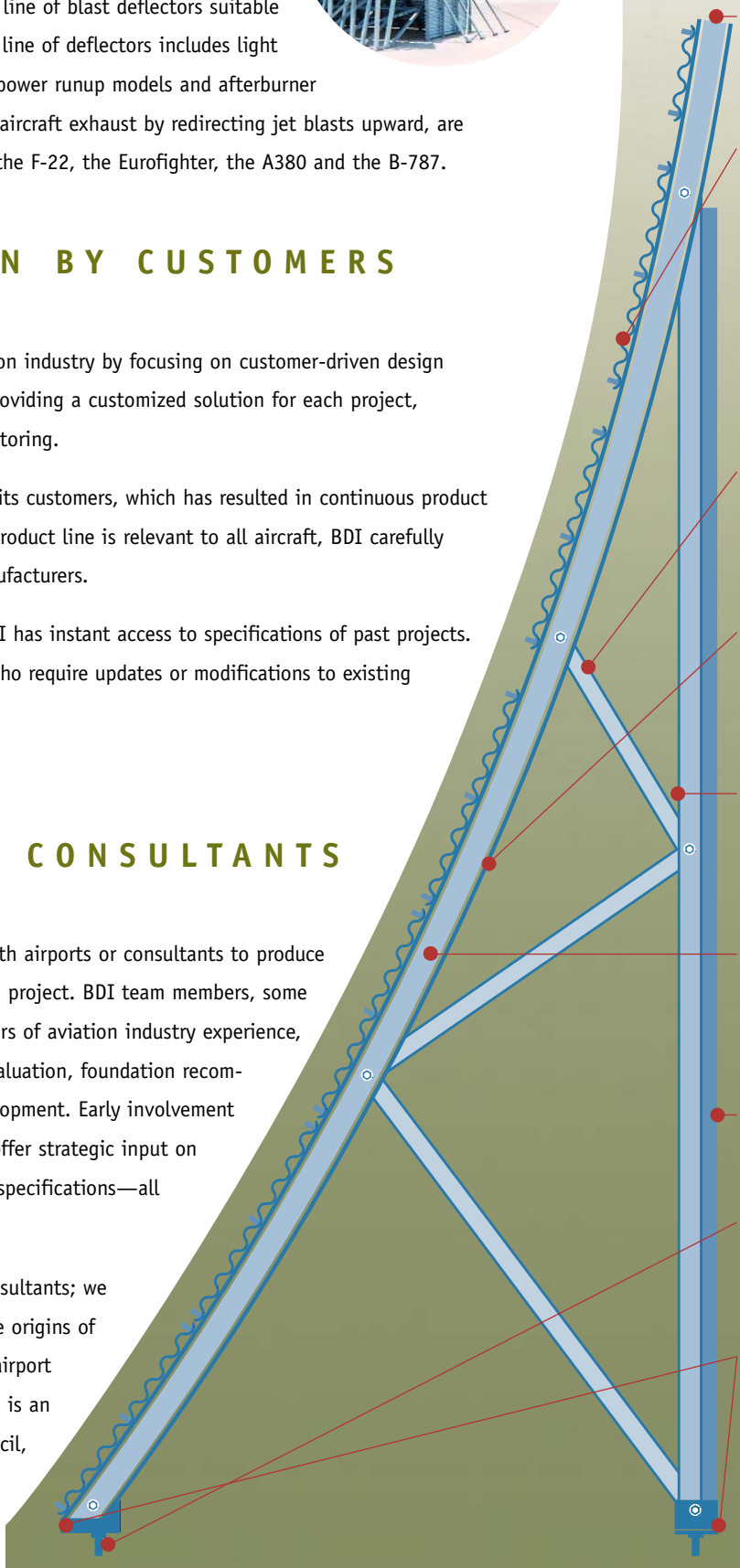
BDI has always encouraged technical feedback from its customers, which has resulted in continuous product innovation and improvement. To ensure that BDI's product line is relevant to all aircraft, BDI carefully monitors developments by commercial airframe manufacturers.

With a database dating back more than 40 years, BDI has instant access to specifications of past projects. This makes the process smoother for repeat clients who require updates or modifications to existing BDI products.

CONSULTANT TO AIRPORT CONSULTANTS

BDI engineers work with airports or consultants to produce specifications for each project. BDI team members, some with more than 25 years of aviation industry experience, are available for site evaluation, foundation recommendations and plan development. Early involvement in a JBD project allows BDI to offer strategic input on deflector options, project layout, budget and guide specifications—all instrumental to a successful project.

BDI's expertise is a valuable resource for airport consultants; we have focused on aircraft jet blast solutions since the origins of jet aircraft in commercial aviation. BDI works with airport consultants and planners from around the world and is an active participant with the Airport Consultants Council, The Airports Council International and the American Association of Airport Executives.



HEIGHT
Ranging from 3 ft. (91cm) up to 35 ft. (10.60m).

SURFACE
High-section modulus galvanized steel sheets are bolted to the structural supports to provide a strong, corrosion-resistant surface that is designed to withstand high temperature and vibration.

STRUCTURE
Pre-fabricated, heavy-duty, galvanized steel structural components ASTM A36.

PROFILE
Available with concave, vertical or combination surfaces depending on the application.

STRENGTH
Designed to withstand engine thrusts up to 115,000 lbs. and 420 mph (675 km/h).

TEMPERATURE
Afterburner deflectors can withstand surface temperatures up to 750° F (399° C).

AESTHETICS
Optional steel or concrete cladding.

ANCHORS
Uses Lynnco anchors specifically designed for jet blast applications.

DEPTH
Narrow base (NB) and vertical (V) series are ideal for tight applications.

For nearly five decades, BDI has conducted extensive testing to advance and refine our line of jet blast deflectors.

EARLY TESTING OF LYNNCO TYPE E DEFLECTOR.

FULL-POWER TESTING OF A BOEING 747-400 USING WATER TO DEMONSTRATE THE PERFORMANCE OF THE DEFLECTOR.

BDI has focused on jet blast solutions since the origin of jet aircraft in commercial and military aviation.

Taxi-Power Series

Utilized to protect ground support, roadways, parking areas, buildings and people from jet blast produced by aircraft using taxiways and aprons. These models are designed to withstand taxi and breakaway power from all types of aircraft.
Minimum distance required: 35 feet (10.67 meters) to the tail of the aircraft and 60 feet (18.29 meters) to the aircraft engine.
These models consist of both vertical and curved surfaces.

MODEL	HEIGHT	DEPTH	DESCRIPTION	AIRCRAFT
V-H	6' to 14' (1.8 to 4.3m)	9" (23cm)	I-Beam, cantilevered vertical blast fence with vertical struts, pier foundations & welded baseplates	Depends on height
V-HD	6' to 14' (1.8 to 4.3m)	11" (28cm)	Heavy duty cantilevered vertical blast fence with vertical struts, pier foundations & welded baseplates	Depends on height
V14LD	14' (4.3m)	12" (30cm)	I-Beam, cantilevered vertical blast fence with vertical struts, pier foundations & welded baseplates	Wide-body aircraft
LCV	14' to 32' (4.2 to 9.7m)	7.6" (19cm)	A-Frame with vertical blast fence surface for tight spaces with limited foundation	Depends on height
G6	6' (1.8m)	6' (1.8m)	Curved deflector designed for engines lower than 7 to 8 feet (2.1-2.4m)	General aviation (G.A.)
G10	10' (3.0m)	5' (1.5m)	Curved deflector designed for engines 7 to 8 feet (2.1-2.4m) above ground level	G.A. + some narrow body
G6M	6' (1.8m)	5' (1.5m)	Curved deflector designed for engines lower than 7 to 8 feet (2.1-2.4m)	General aviation
G14M-6	14' (4.3m)	9' (2.7m)	Curved deflector designed for engines 10 to 11 feet (3.0-3.3m) above ground level	Wide-body aircraft
G20M-6	20' (6.0m)	14' 6" (4.4m)	Curved deflector designed for engines greater than 11 feet (3.3m) above ground level	All aircraft including A380
G22M-6	22' (6.7m)	14' 6" (4.4m)	Curved deflector designed for engines greater than 11 feet (3.3m) above ground level	All aircraft including A380
G8HD	8' (2.4m)	6' (1.8m)	Curved deflector designed for engines 5 to 6 feet (1.5-1.8m) above ground level	G.A. + some narrow body
G10HD	10' (3.0m)	7' (2.1m)	Curved deflector with narrow base, designed for light-duty jet blast protection	All aircraft
G6R	6' (1.8m)	5' (1.5m)	Curved deflector designed for engines less than 5 to 6 feet (1.5-1.8m) above ground level	General aviation
G8R	8' (2.4m)	5' (1.5m)	Curved deflector designed for engines 5 to 6 feet (1.5-1.8m) above ground level	G.A. + some narrow body
G12NB	12' (3.6m)	5' 8" (1.7m)	Curved deflector with narrow base, designed for light-duty jet blast protection	Narrow-body aircraft
G14NB	14' (4.3m)	5' 8" (1.7m)	Curved deflector with narrow base, designed for light-duty jet blast protection	Wide-body aircraft
G15NB	15' (4.5m)	5' 8" (1.7m)	Curved deflector with narrow base, designed for light-duty jet blast protection	Wide-body aircraft
G22NB	22' (6.7m)	14' 6" (4.4m)	Curved deflector designed for engines greater than 11 feet (3.3m)	All aircraft including A380

Full-Power Series

Utilized to protect ground support, roadways, parking areas, buildings and people from jet blast produced by aircraft using taxiways and aprons.
These models are used in maintenance areas where full-power run-ups are regularly performed and can support jet thrust up to 115,000 pounds.
Minimum distance required: 35 feet (10.67 meters) to the tail of the aircraft and 60 feet (18.29 meters) to the aircraft engine.
These models have a curved surface and require special anchors.

MODEL	HEIGHT	DEPTH	DESCRIPTION	AIRCRAFT
G8HD	8' (2.4m)	6' (1.8m)	Full-power run-ups, typically at the end of a runway	G.A. + some narrow body
G10HD	10' (3.0m)	7' (2.1m)	Full-power run-ups, typically at the end of a runway	G.A. + some narrow body
G11-S	11' (3.4m)	7' (2m)	Full-power run-ups, typically in a maintenance facility	B-52, KC-135
G14M-3	14' (4.3m)	9' (2.7m)	Full-power run-ups, typically at the end of a runway	Narrow + wide-body aircraft
U19	19' (5.8m)	14' 6" (4.4m)	Full-power run-ups, typically at a maintenance facility	Wide-body aircraft
G20M	20' (6.0m)	14' 6" (4.4m)	Curved deflector designed for engines that are higher than 11 feet (3.3m)	Wide-body aircraft
G22M	22' (6.7m)	14' 6" (4.4m)	Curved deflector designed for engines that are higher than 11 feet (3.3m)	All aircraft including A380
U35	35' (10.7m)	14' 6" (4.4m)	Full-power run-ups, typically at a maintenance facility	MD-11, DC10

Afterburner Series

Utilized for starting tests and engine maintenance.
These models are designed to withstand full afterburner run-ups, and to withstand surface temperatures up to 750° F (399°C).
Minimum distance required: 75 feet (23 meters) to the jet nozzles.
These models have a curved surface and require special anchors.

MODEL	HEIGHT	DEPTH	DESCRIPTION	AIRCRAFT
GS-12	12' (3.6m)	11' 6" (3.5m)	Maintenance testing, full-power run-ups with afterburners	Military fighters
GS-16	16' (4.9m)	13' (3.9m)	Maintenance testing, full-power run-ups with afterburners	Military fighters
GS-20	20' (6.1m)	13' (3.9m)	Maintenance testing, full-power run-ups with afterburners	Military fighters & bombers

Blast Deflectors, Inc. | Airport Jet Blast & Noise Protection | www.blastdeflectors.com
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