



Blast Deflectors, Inc. JFK International Airport

New York City, New York



The unveiling of the new Airbus A380 was a landmark in the commercial airline industry. The 555-seat double decker is now the largest aircraft in the sky, easily surpassing both the dimensions and passenger capacity of the Boeing 747. With its arrival, airports around the globe were challenged to modify their infrastructures to accommodate the A380, specifically runways, bridges and sound/blast deflection.

Blast Deflectors, Incorporated (BDI) is one of a few manufacturers of jet blast deflectors in the world. They recently designed and installed their biggest and most durable deflectors to date at John F. Kennedy International Airport in New York City, and hot-dip galvanizing (HDG) was specified as the protective coating. Located just minutes from Manhattan, JFK Airport services nearly 25 million airline passengers annually and is one of the busiest airports in the country. The height of the blast deflector extends above the adjacent parking structure, making it highly visible to travelers and airport personnel. HDG ensures the deflector's appearance as well as its functionality and structural integrity will be preserved for many years.

BDI has installed deflectors all over the world, and the costs of maintaining their products are a major determinant of the company's profitability. Repainting or repairing a structure could translate into tens of thousands of dollars, depending on where it is located. Since the company's founding, they have always sought out the low-cost solution for corrosion protection, and HDG has proven time and time again to be the answer. HDG eliminates

the need to provide constant maintenance of the deflectors over the entire product life-cycle that is necessary with other coatings such as paint or powder coating. It is also initially cost competitive with these alternatives. Furthermore, the quick turnaround the galvanizer was able to provide allowed BDI to meet the rigid construction schedule at JFK Airport. HDG's proven durability was also essential for BDI, as these deflectors must withstand engine thrusts of 115,000 pounds and temperatures up to 750F.

BDI has been able to accommodate the aerospace industry in the development and design of its products for more than 50 years. Eventually, as the commercial airline industry progresses and the aircraft themselves evolve, the jet blast deflector at JFK Airport will become obsolete and require replacement. With the use of HDG, 100% of the materials used in construction will be recycled and used for future projects. No other coating system can claim such a contribution to environmental sustainability, thus HDG was the clear choice for BDI.

Galvanizer

AZZ Galvanizing - Hurst

Specifier

Don Cipriano
Blast Deflectors, Inc.

Fabricator

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transportation



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Blast Deflectors, Inc. was founded in 1957 by Stanley Lynn as a small, family-operated provider of deflectors for the U.S. Military. Lynn actually delivered the first prototype deflector, made by hand, to El Segundo Airbase in Los Angeles, California, in the back of his station wagon. His product soon became the standard for the military. By the end of the 1960s, Lynn had expanded into the commercial aviation market, protecting the roadways, buildings and parking areas in and around airports. Through the 1970s and 1980s, BDI expanded beyond the boundaries of North America and also developed new deflector designs for aircraft such as the B-1 Bomber and the F-18 Fighter. Today, BDI continues to innovate its products to accommodate the latest aircraft such as the Airbus A380 at JFK International Airport. Throughout the company's rich history, the designers and engineers at BDI have stood by HDG's ability to provide corrosion protection time and time again, and they will continue to specify hot-dip galvanizing as the aerospace industry continues to evolve. 🌱

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