

Airport Procedures & Frequencies

Destin Airport

Lies within Eglin Class D airspace – Contact Eglin Clnc Del (121.6/ 127.7) for squawk prior to takeoff. VFR Traffic Pattern RWY 14/RWY 32: Left hand traffic, altitude 1000’ MSL
VFR Departures RWY 14: Maintain VFR S. of coastline at or below 1000’ MSL until in contact with Eglin Departure. RWY 32: Execute left downwind departure w/in 1 mile of DTS, then maintain VFR S. of coastline at or below 1,000’ MSL until in contact with Eglin Departure
(Eglin Departure Freq. 132.1)

WARNING – High Density N-S Corridor Airspace 1 NM north of airport – requires entry clnc

Bob Sikes (Crestview) Airport

CAUTION – High volume of military training aircraft transiting the Crestview area
VFR Traffic Pattern RWY 17/RWY 35: Left hand traffic, altitude 1200’ MSL

WARNING – High Density N-S Corridor Airspace 2.5 NM South of airport – requires entry clnc

Local Frequencies

Eglin AFB/Destin-FWB (VPS)

ATIS.....134.625
 Clnc Del (Destin).....121.6
 Clnc Del (Eglin).....127.7
 Tower.....118.2
 Approach North.....125.1/124.05
 Approach South.....132.1

Hurlburt Field (HRT)

Tower.....126.5

Duke Field (EGI)

Tower.....133.2

Destin Executive (DTS)

Tower (CTAF).....118.45
 ATIS.....133.925
 Clnc Del.....121.6

Bob Sikes (CEW)

ASOS.....119.275
 CTAF.....123.075

Whiting Field NAS (NSE)

North Tower.....121.4

Pensacola International (PNS)

ATIS.....121.25
 Clnc Del.....123.725
 Tower.....119.9
 Approach.....118.6/119.0



NOTE: Always consult aeronautical publications & NOTAMS for current information
 Use Flight Advisory Services to the max extent possible

Fort Walton Beach, Destin and Crestview Area



Mid-Air Collision Avoidance (MACA) Program

Enhancing Flying Safety in Northwest Florida

Fellow Aviators,

We are providing this brochure to assist you in flying safely and legally in the crowded skies surrounding Fort Walton Beach, Destin, and Crestview. Flying activity in this area is very busy, with many different types of aircraft ranging in size from small fighters to huge cargo aircraft. Locally based traffic consists of F-15, F-16, F-35 fighters; C-130, CV-22, C-146 transport aircraft; as well as an assortment of helicopters and smaller fixed wing aircraft. Also, be aware of the increasing number of small to medium size unmanned aircraft being tested on the range. There is extensive transient military and civil aircraft, including jet and turboprop airliners.

The many different types of aircraft have a wide variety of flying altitudes and airspeeds. Because Northwest Florida has one of the densest aircraft populations in the U.S., the potential for mid-air collision is especially high. All pilots, military and civilian, must be aware of this potential danger and apply the *See and Avoid concept* with extreme vigilance, even when flying IFR. Through mutual cooperation and awareness, we can all share the skies safely.

This brochure summarizes 14 CFR Part 93 restrictions as well as preferred arrival and departure routes for Eglin AFB, Hurlburt Field, Duke Field, and local airports such as Crestview and Destin. It does not include flight operations of other military services in the Northwest Florida area, which may also operate in or transit local airspace. However, it is a valuable aid in determining the more hazardous areas for military and civilian aircraft operating in this area. Remember too, Eglin range is used for armament testing to include air released munitions. There are also multiple personnel drop areas throughout the Eglin Test and Training Range (often referred to as ETTR) complex.

Please take a few minutes to read through this brochure, and consider carrying it in-flight. The Eglin and Hurlburt Field Flight Safety offices publish this brochure jointly with coordinated efforts between local airports and FAA representatives. If you have any problems or encounter a situation or area you feel is a safety concern, please don't hesitate to call us. Thank you for sharing our interest in flight safety.

For more information, please contact:

Eglin Host Base Flight Safety Office
96th Test Wing Flight Safety
1001 N. 2nd Street, Suite 366
Eglin AFB, FL 32542-6838

OR

Airfield Operations Flight Commander
1st Special Operations Support Squadron
150 Bennett Ave
Hurlburt Field, FL 32544

(850) 882-2540 Option 2
DSN 872-2540 Option 2

(850) 884-4491/6426
DSN 579-4491/6426

For 14 CFR Part 93 details, see [FAASafety.gov](https://faasafety.gov) Knowledge Course at:
https://faasafety.gov/gslac/ALC/course_content.aspx

WARNING

PENETRATING RESTRICTED AIRSPACE WITHOUT AUTHORIZATION IS ILLEGAL & EXTREMELY DANGEROUS

Areas of high conflict potential

Track US 90
To remain outside
Restricted Areas

 CAUTION – You
will still be within
the MOAs

US 90
I-10

SPECIAL AIR TRAFFIC RULE, F.A.R. PART 93
EGLIN/VALPARAISO TERMINAL AREA, FLORIDA
 (VFR OR IFR CONDITIONS)

A SPECIAL AIR TRAFFIC RULE, F.A.R. PART 93, REQUIRES PILOTS TO OBTAIN AN ATC CLEARANCE/ADVISORY PRIOR TO ENTERING AND OPERATING WITHIN THE EGLIN/VALPARAISO TERMINAL AREA.

← CLEARANCE REQUIRED PRIOR TO ENTERING NORTH/SOUTH CORRIDOR
 CONTACT EGLIN ON 124.05
 RECOMMENDED N/S ROUTINGS: 3500' OR ABOVE

← ADVISORIES REQUIRED PRIOR TO OPERATING WITHIN EAST/WEST CORRIDOR
 CONTACT EGLIN ON 132.1
 RECOMMENDED E/W ROUTINGS: BELOW 8500'

(HI-DENSITY JET TRAFFIC 3000' AND BELOW)







EGLIN E MOA
 OVERLIES ALL EGLIN/VALPARAISO RESTRICTED AREAS AND SPECIAL AIR TRAFFIC RULE, PART 93, 0600-2100 INTERMITTENT MON-FRI, OTHER TIMES BY NOTAM.
 SURFACE TO BUT NOT INCLUDING FL 180
 CONTACT EGLIN APPROACH CONTROL 132.1
 RADAR ADVISORY SVC AVBL DESTIN ARPT

<p style="text-align: center;">E-W (Coastline) Corridor</p> <p style="text-align: center;">Must establish/maintain two-way communication with Eglin Approach within airspace (Frequency 132.1)</p> <p style="text-align: center;">Note: Hurlburt & Eglin Class D airspace extends into corridor</p>	<p style="text-align: center;">N-S Corridor</p> <p style="text-align: center;">Must receive clearance from Eglin Approach prior to entering 14 CFR Part 93 Airspace (Freq 132.1)</p> <p style="text-align: center;">Note: Encompasses Hurlburt, Eglin, & Duke Class D airspace (as high as 2700') Airspace starts 2.5 nm S of Crestview/1 nm N of Destin airport</p>
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Eglin Radar Control Facility operates 24/7

Rate of Closure

300 / 150 KIAS

5 Miles	60	120	
2.5 Miles	30	60	
1.5 Miles	18	36	
1 Mile	12	24	
1/2 Mile	6	12	
1/4 Mile	3	6	

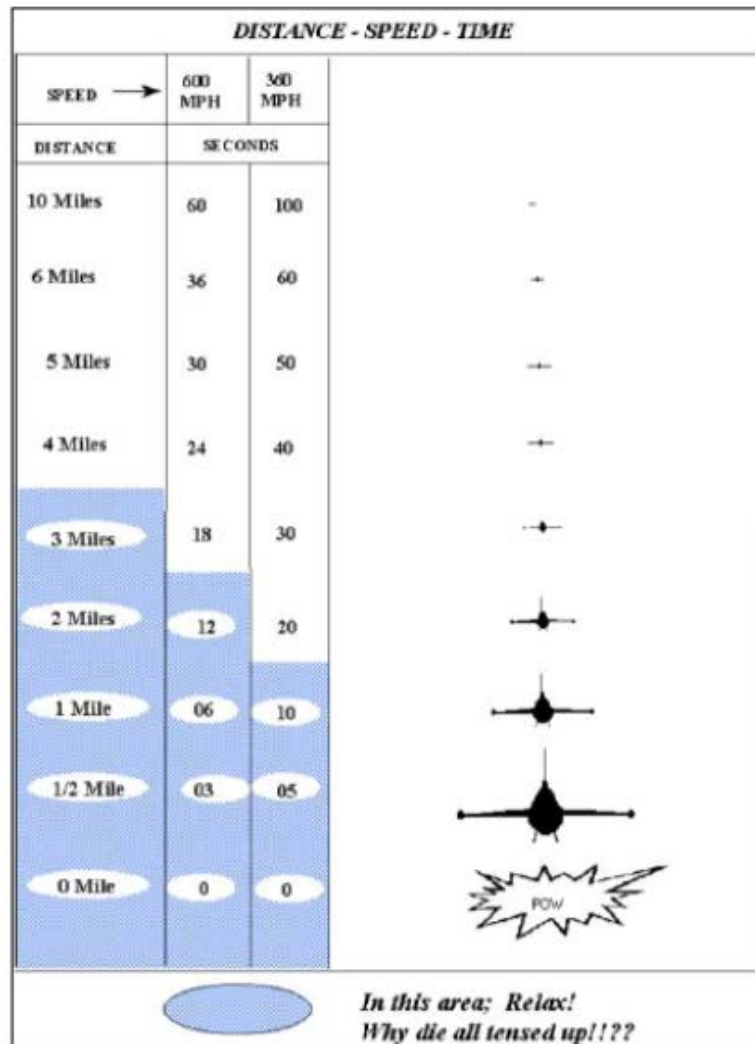


IN THIS AREA YOU ARE NEAR THE LIMIT OF PILOT AND FLIGHT CONTROL REACTION TIME. YOUR SAFETY DEPENDS ON A QUICK REACTION TIME.

AVERAGE RECOGNITION & REACTION TIME (SECONDS) ↓

SEE OBJECT	0.1
RECOGNIZE AIRCRAFT	1.0
BECOME AWARE OF COLLISION	5.0
DECISION TO TURN LEFT OR RIGHT	4.0
MUSCULAR REACTION	0.4
AIRCRAFT LAG TIME	2.0
TOTAL	12.5

Closure Rate



MACA Additional Resources

FAA Safety Team: If you are interested in learning more about aviation safety and take a role in ensuring our skies are safer for everyone, consider going to the FAA Safety Team website to learn what you can do to help.

<https://www.faasafety.gov/>



AOPA: AOPA is the largest, most influential aviation association in the world. This organization provides member services that range from representation at the federal, state, and local levels to legal services, advice and other services.

<https://www.aopa.org/>



AOPA Air Safety

<https://www.aopa.org/training-and-safety/air-safety-institute>

FAA Special Use Airspace

<https://sua.faa.gov/sua/siteFrame.app>

USAF Avian Hazard Advisory System

<https://www.usahas.com/>

FAA NOTAMS

<https://notams.aim.faa.gov/notamSearch/nsapp.html#/>



Do Not Land @ VPS if you
mean to land @ DTS POSTER



Eglin AFB Part 93
Airspace POSTER