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)

**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 1 NM north of airport – requires entry clnc

**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: 122.95
  - 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

**Mid-Air Collision Avoidance (MACA)**
Program Enhancing Flying Safety in Northwest Florida

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

DISTRIBUTION STATEMENT A. Approved for public release; distribution is unlimited 96TW-2023-0049.
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, smaller fixed wing aircraft along with small to medium size unmanned aircraft. 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
(850) 882-2540 Option 1
DSN 872-2540 Option 1

Airfield Operations Flight Commander
1st Special Operations Support Squadron
150 Bennett Ave
Hurlburt Field, FL 32544
(850) 884-4491/6426
DSN 579-4491/6426

For 14 CFR Part 93 details, see FAASafety.gov Knowledge Course at:
## Rate of Closure

### 300 / 150 KIAS

<table>
<thead>
<tr>
<th>Distance</th>
<th>Speed 60</th>
<th>Speed 120</th>
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<tbody>
<tr>
<td>5 Miles</td>
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<td>120</td>
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<tr>
<td>2.5 Miles</td>
<td>30</td>
<td>60</td>
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<tr>
<td>1.5 Miles</td>
<td>18</td>
<td>36</td>
</tr>
<tr>
<td>1 Mile</td>
<td>12</td>
<td>24</td>
</tr>
<tr>
<td>1/2 Mile</td>
<td>6</td>
<td>12</td>
</tr>
<tr>
<td>1/4 Mile</td>
<td>3</td>
<td>6</td>
</tr>
</tbody>
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**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)**

<table>
<thead>
<tr>
<th>SEE OBJECT</th>
<th>Time (Seconds)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RECOGNIZE AIRCRAFT</td>
<td>1.0</td>
</tr>
<tr>
<td>BECOME AWARE OF COLLISION</td>
<td>5.0</td>
</tr>
<tr>
<td>DECISION TO TURN LEFT OR RIGHT</td>
<td>4.0</td>
</tr>
<tr>
<td>MUSCULAR REACTION</td>
<td>0.4</td>
</tr>
<tr>
<td>AIRCRAFT LAG TIME</td>
<td>2.0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>12.5</strong></td>
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</tbody>
</table>

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**Closure Rate**

### DISTANCE - SPEED - TIME

<table>
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<tr>
<th>Distance</th>
<th>Speed 60 MPH</th>
<th>Speed 800 MPH</th>
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</thead>
<tbody>
<tr>
<td>10 Miles</td>
<td>60</td>
<td>100</td>
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<tr>
<td>6 Miles</td>
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<td>5 Miles</td>
<td>30</td>
<td>50</td>
</tr>
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<td>4 Miles</td>
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</tr>
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</tr>
<tr>
<td>1 Mile</td>
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<td>10</td>
</tr>
<tr>
<td>1/2 Mile</td>
<td>03</td>
<td>05</td>
</tr>
<tr>
<td>0 Mile</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

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**In this area:** Relax! Why did all tensed up!???
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.faa.gov](https://www.faa.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](https://www.aopa.org/)

**AOPA Air Safety**


**FAA Special Use Airspace**

[https://sua.faa.gov/sua/siteFrame.app](https://sua.faa.gov/sua/siteFrame.app)

**USAF Avian Hazard Advisory System**

[https://www.usahas.com](https://www.usahas.com/)

**FAA NOTAMS**