

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> SBO	<u>PROCEDURE NAME</u> ILS OR LOC RWY 14	<u>ORIGINAL/AMENDMENT</u> 2A	<u>CITY</u> SWAINSBORO	<u>STATE</u> GA
<u>AIRPORT ELEVATION</u> 327	<u>TDZE</u> 327	<u>SUPERSEDED</u> ILS OR LOC RWY 14	<u>ORIGINAL/AMENDMENT</u> 2	<u>DATED</u> 12/29/2022
<u>FACILITY</u> I-SBO	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 6W
				<u>EPOCH YEAR</u> 2015
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
SADOC/I-SBO 13.16 DME	IF/IAF	BUVYA/I-SBO 6.29 DME					135.50 (I-SBO)	6.87	2000

MISSED APPROACH

MAP:

ILS: DA
LOC: I-SBO 1.16 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT DBN VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD NW SADOC, RT, 135.50 INBOUND, 3000 IN LIEU OF PT (IAF), MAX 4800.					
3. FAC: 135.50	FAF: BUVYA/I-SBO 6.29 DME		DIST FAF TO MAP:		DIST FAF TO THLD: 5.13
4. MIN ALT: SADOC/I-SBO 13.16 DME 3000, BUVYA/I-SBO 6.29 DME 2000, ZATOV/I-SBO 3.76 DME 1180					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT: 820	
6. MIN GS INCPT: 2000	GS ALT AT PFAF: BUVYA/I-SBO 6.29 DME 2000			OM:	MM: IM:
7. GS ANGLE: 3.00	34:1:	20:1:	TCH: 42.0		
8. MSA FROM: DBN VORTAC 2600					



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.
RADAR REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART NOTE: RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: VDP NA WHEN USING VDI ALTIMETER SETTING.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE VDI ALTIMETER SETTING: INCREASE S-ILS 14 DA TO 705 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 80 FEET AND VISIBILITY S-LOC 14 CATS C AND D 3/8 SM, AND CIRCLING CATS C AND D 1/4 SM.

ADDITIONAL FLIGHT DATA:

CHART ATLANTA CENTER FREQUENCY.
HOLD E, RT, 277.00 INBOUND.
CHART FAS OBST: 422 TREE (13-024095) 323717N/0822316W.
CHART BULLDOG A, B, C & E MOA.
CHART VDP AT 2.19 DME.
DISTANCE VDP TO THLD 1.04 NM.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 14	640	7/8	313	640	7/8	313	640	7/8	313	640	7/8	313			
S-LOC 14	700	1	373	700	1	373	700	1	373	700	1	373			
CIRCLING	900	1	573	920	1	593	1000	2	673	1000	2 1/4	673			

CHANGES - REASONS

1. LINE 8: UPDATED MSA FROM: DBN VORTAC 2400 TO DBN VORTAC 2600. – CANCEL NOTAM 4/0944; PREVIOUS EVALUATION WAS INCORRECTLY BASED ON KSBO ARP AND WAS CORRECTED TO APPLY DBN VORTAC.
2. CHART NOTE: UPDATED FROM “VDP NA WHEN USING VIDALIA ALTIMETER SETTING” TO “VDP NA WHEN USING VDI ALTIMETER SETTING.” - IAW 8260.19J 8-6-10E(8).
3. CHART NOTE: UPDATED FROM “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE VIDALIA ALTIMETER SETTING: INCREASE S-ILS 14 DA TO 705 FEET; INCREASE ALL MDAS 80 FEET AND VISIBILITY S-LOC 14 CATS C AND D 3/8 SM, AND CIRCLING CATS C AND D 1/4 SM” TO “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE VDI ALTIMETER SETTING: INCREASE S-ILS 14 DA TO 705 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 80 FEET AND VISIBILITY S-LOC 14 CATS C AND D 3/8 SM, AND CIRCLING CATS C AND D 1/4 SM.” – S-ILS VISIBILITY LOWERED; IAW 8260.19J 8-6-10F(4).
4. ADDITIONAL FLIGHT DATA: UPDATED CHART FAS OBST FROM “439 TREE 323828N/0822439W” TO “422 TREE (13-024095) 323717N/0822316W.” – NEW LOCALIZER STEPDOWN CONTROLLING OBSTACLE.
5. ADDITIONAL FLIGHT DATA: REMOVED CHART CIRCLING ICON. - NO LONGER REQUIRED.
6. MINIMUMS: DECREASED S-ILS 14 VISIBILITY ALL CATS FROM 1 TO 7/8 SM. — IAW 8260.3G TABLES 3-3-1; RUNWAY HAS A FULL-LENGTH TAXIWAY .



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ARPT MGR, ZTL.

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

Digitally signed by

APRIL T SARMENTO

Apr 30, 2026

DATE

DEVELOPED BY

CASIMIR L. TABAKA (BARBARA GORMAN)

Digitally signed by

APRIL T SARMENTO

Apr 30, 2026

OFFICE

AJV-A432

DATE

02/24/2026

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

APRIL T SARMENTO

Apr 30, 2026

OFFICE

AJV-A430

DATE

07/02/2026

TITLE

MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

AIRPORT ID
SBO

PROCEDURE NAME
ILS OR LOC RWY 14

AMDT NO.
2A

CITY
SWAINSBORO

STATE
GA

AIRPORT ELEVATION
327

FACILITY
I-SBO

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM
SADOC/I-SBO 13.16 DME (IF/IAF)

TO
BUVYA/I-SBO 6.29 DME

RNP

DISTANCE
6.87

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (13-001910)	324043.00N/0823325.00W	1384	500	50	5D	500					2000
TERRAIN	324224.00N/0823500.00W	383 (400)								AS1500	1900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM
BUVYA/I-SBO 6.29 DME

TO
RW14

RNP

DISTANCE
5.13

PAT

MAP
DA

HAT
313

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (13-024084)	323712.93N/0822309.76W	415	50	20	2C		34.00:1			AC20 MA57	640

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

BUVYA/I-SBO 6.29 DME

TO

ZATOV/I-SBO 3.76 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	2.53										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	324042.00N/0822727.00W	519	215	8	4B	250				RA80 DG331	1180

COMPUTATIONS

ALT

KLAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

ZATOV/I-SBO 3.76 DME

TO

I-SBO 1.16 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	2.60		I-SBO 1.16 DME		373						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (13-024095)	323716.72N/0822315.68W	422	50	20	2C	250				XP20	700

COMPUTATIONS

ALT

KLAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP TO MAINTAIN PUBLISHED MINIMUMS

HOLD-IN-LIEU OF PT

FROM

SADOC

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (13-001910)	324043.00N/0823325.00W	1384	500	50	5D	1000				AT616	3000
TERRAIN	324636.00N/0823812.00W	452 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

DBN VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 424			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (13-024084)	323712.93N/0822309.76W	415	50	20	2C		ASC				3000
TOWER (13-001910)	324043.00N/0823325.00W	1384	500	50	5D	1000					2400
TERRAIN	324436.00N/0824812.00W	413 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

I-SBO 1.16 DME

TO

DBN VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 450			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
TOWER (13-001910)	324043.00N/0823325.00W	1384	500	50	5D	1000					2400
TERRAIN	324436.00N/0824812.00W	413 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TOWER (13-001593)	323757.00N/0822148.00W	1.30	573	538	250	50	4D	300		AC50	900
CATEGORY B											
TOWER (13-000193)	323456.00N/0822121.00W	1.82	593	567	250	50	4D	300		AC50	920
CATEGORY C											
TOWER (13-022744)	323530.57N/0821902.42W	2.85	673	648	500	50	5D	300		AC50	1000
CATEGORY D											
TOWER (13-002922)	323728.65N/0821815.51W	3.73	673	655	50	20	2C	300			1000

CIRCLING REMARKS:

MSA

CENTER

DBN VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (13-000320)	322812.20N/0831518.00W	261	22.3	1568	250	50	4D	1000			2600

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZTL ARTCC

<u>WX SERVICE</u> AWOS-3	<u>LOCATION</u> SBO	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> SBO	<u>DISTANCE</u>	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS-3	<u>LOCATION</u> VDI	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> VDI	<u>DISTANCE</u> 25.00	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 65

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KSBO 327, KVDI 274
RA = 64.8.

<u>PRIMARY NAVAID</u> I-SBO	<u>MONITOR POINT</u> AOCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW32 - HIRL (PCL)		NPI-F	
RW14 - HIRL (PCL), PAPI-4L (PCL)		PIR-F	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 324.0	<u>TCH</u> 42.0	<u>ELEV GS ANTENNA</u> 323.0	<u>DISTANCE FROM RWY</u> 820	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 45.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	S-ILS AND S-LOC		
34:1			
353 TREE (13-024087) 323658.95N/0822244.16W (11.29)		350 TREE (13-024086) 323659.08N/0822245.49W (5.46)	
<u>PENETRATIONS REMARKS:</u>			



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
100' TREE HEIGHT CARRIED OVER FROM LAST FULL AMDT.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.93
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.85
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	129.50
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	300
DISTANCE FROM	THLD	TO 1500FT POINT	4.73
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.24
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	129.50
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	300

THRESHOLD COORDINATES (IF STR-IN)	323651.82N/0822238.95W
ARP COORDINATES	323632.90N/0822211.80W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 32 DISTANCE 0.50 NM
FAF COORDINATES	324007.91N/0822720.41W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (BARBARA GORMAN)	AJV-A432	02/24/2026	AERONAUTICAL INFORMATION SPECIALIST

