

LOC BC RWY 31
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

MISSED APPROACH: Climb to 1900 on I-BRO localizer NW course (312°) to DEPOO LOM/I-BRO 7.3 DME and hold.

The diagram illustrates the layout of a VOR/DME station. Key features include:

- 1900**: A vertical arrow pointing upwards, indicating a specific heading or frequency.
- I-BRO NW crs 312°**: A label for the I-BRO station, with a bearing of 312°.
- BR**: A symbol representing a bearing or range indicator.
- CALLA INT I-BRO 4.9**: A label for the CALLA INT station, with a bearing of 4.9°.
- Disregard Glide Slope Indications.**: A note indicating that glide slope indications should be disregarded.
- Remain within 10 NM**: A note indicating that the aircraft should remain within 10 NM of the station.
- 132°**: A bearing or heading indicator.
- 1900**: A label for the station, appearing twice.
- I-BRO 1.1**: A label for the I-BRO station, with a bearing of 1.1°.
- WIGIP I-BRO 0.5**: A label for the WIGIP I-BRO station, with a bearing of 0.5°.
- 312°**: A bearing or heading indicator.
- 1900**: A label for the station, appearing twice.
- ≤ 3.40° TCH 52**: A label indicating a descent angle of 3.40° and a threshold of 52.
- VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 68).**: A note indicating that the VGSI and descent angles are not coincident.
- 0.6**: A distance or bearing indicator, appearing twice.
- 3.8 NM**: A distance indicator.

CATEGORY	A	B	C	D
S-31	480-1	460 (500-1)	480-1 $\frac{3}{8}$	460 (500-1 $\frac{3}{8}$)
CIRCLING	480-1 458 (500-1)	540-1 518 (600-1)	540-1 $\frac{1}{2}$ 518 (600-1 $\frac{1}{2}$)	680-2 658 (700-2)