

WAAS CH 77637 W15A	APP CRS 146°	Rwy Ldg 4000 TDZE 984 Apt Elev 984
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RNAV (GPS) RWY 15

BRENNER FLD (FNB)

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nebraska City altimeter setting and increase all DA 104 feet and increase all MDA 120 feet. VDP NA when using Nebraska City altimeter setting. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Nebraska City altimeter setting.

MISSED APPROACH: Climb to 3000 direct USACE and hold.

ASOS 119.275	ST JOSEPH APP CON ★ 120.35 360.8	UNICOM 122.8 (CTAF) 0
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The main chart displays the RNAV (GPS) RWY 15 approach. It includes a 4 NM holding pattern at 3000 feet with a 146° heading. The approach path starts at a COVUT (Circuit Out of the Way) point, proceeds to a second COVUT, then to a third COVUT, and finally to the runway. Key altitudes and distances are marked: 3100, 3000, 2900, 2700, 2600, 2500, 2400, 2300, 2200, 2100, 2000, 1900, 1800, 1700, 1600, 1500, 1400, 1300, 1200, 1100, 1000, 900, 800, 700, 600, 500, 400, 300, 200, 100, 0. The chart also shows the location of the runway (RWY 15) and the airport (BRENNER FLD (FNB)).

The MISSED APCH FIX diagram shows the USACE (United States Army Corps of Engineers) and a 4 NM distance. It includes a heading of 146° and a distance of 4 NM.

ELEV 984	TDZE 984
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The detailed approach diagram shows the VGSI (Visual Glide Slope Indicator) and RNAV glidepaths. It includes a 4 NM holding pattern at 3000 feet with a 146° heading. The approach path starts at a COVUT (Circuit Out of the Way) point, proceeds to a second COVUT, then to a third COVUT, and finally to the runway. Key altitudes and distances are marked: 3000, 2700, 2600, 2500, 2400, 2300, 2200, 2100, 2000, 1900, 1800, 1700, 1600, 1500, 1400, 1300, 1200, 1100, 1000, 900, 800, 700, 600, 500, 400, 300, 200, 100, 0. The chart also shows the location of the runway (RWY 15) and the airport (BRENNER FLD (FNB)).

CATEGORY	A	B	C	D
LPV DA	1234-1	250 (300-1)	NA	NA
LNAV/VNAV DA	1234-1	250 (300-1)	NA	NA
LNAV MDA	1340-1	356 (400-1)	NA	NA
CIRCLING	1560-1	576 (600-1)	NA	NA

The detailed approach diagram shows the runway (RWY 15) and the airport (BRENNER FLD (FNB)). It includes a 4 NM holding pattern at 3000 feet with a 146° heading. The approach path starts at a COVUT (Circuit Out of the Way) point, proceeds to a second COVUT, then to a third COVUT, and finally to the runway. Key altitudes and distances are marked: 3000, 2700, 2600, 2500, 2400, 2300, 2200, 2100, 2000, 1900, 1800, 1700, 1600, 1500, 1400, 1300, 1200, 1100, 1000, 900, 800, 700, 600, 500, 400, 300, 200, 100, 0. The chart also shows the location of the runway (RWY 15) and the airport (BRENNER FLD (FNB)).

FALLS CITY, NEBRASKA
Amdt 1 11DEC14

40°05'N-95°36'W

BRENNER FLD (FNB)

RNAV (GPS) RWY 15

NC-2, 25 DEC 2025 to 22 JAN 2026

NC-2, 25 DEC 2025 to 22 JAN 2026