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**ENVIRONMENTAL
EVALUATION
(Short Environmental Assessment)
for
AIRPORT DEVELOPMENT
PROJECTS**



~ Aviation in Harmony with the Environment ~



**FEDERAL AVIATION ADMINISTRATION
MEMPHIS AIRPORTS DISTRICT OFFICE-SOUTHERN REGION
AIRPORTS DIVISION**

Airport Name: Chattanooga Metropolitan Airport

Proposed Project: Solar (PV) Installation

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

Responsible FAA Official:

Date: 5/3/11

FAA MEM-ADO, SOUTHERN REGION AIRPORTS DIVISION
ENVIRONMENTAL EVALUATION FORM
FOR SHORT ENVIRONMENTAL ASSESSMENTS

The Short Form Environmental Assessment (EA), is based upon the guidance in Federal Aviation Administration (FAA) Order 5050.4B, "National Environmental Policy Act, Implementing Instructions for Airport Projects" or subsequent revisions, which incorporates the Council on Environmental Quality's (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), as well as the US Department of Transportation environmental regulations (including FAA Order 1050.1E or subsequent revisions), and many other federal statutes and regulations designed to protect the Nation's natural, historic, cultural, and archeological resources. It was modified from a document created in the Eastern Region Division and adopted by the Memphis Airports District Office (MEM-ADO) for use in appropriate situations. It is intended to be used for proposed airport projects in Kentucky and Tennessee.

The Short Form EA is intended to be used when a project cannot be categorically excluded (CATEX) from formal environmental assessment, but when the environmental impacts of the proposed project are expected to be insignificant and a detailed EA would not be appropriate. Accordingly, this form is intended to meet the intent of a short EA while satisfying the regulatory requirements of an EA.

Proper completion of the Short Form EA would allow the FAA to determine whether the proposed airport development project can be processed with a short EA, or whether a more detailed EA must be prepared. The MEM-ADO normally intends to use a properly completed Short Form EA to support a Finding of No Significant Impact (FONSI).

Applicability

The Short Form EA should be used if the sponsor's proposed project meets the following two (2) criteria:

- 1) The proposed project is a normally categorically excluded action that may include extraordinary circumstances Table 6-3; paragraph 702.a. or the airport action is one that normally requires an EA but involvement with, or impacts to, the extraordinary circumstances are not notable in number or degree of impact, and that any significant impacts can be mitigated below the level of significance, 5050.4B, Table 7.1.
- 2) The proposed project must fall under one of the following categories of Federal Airports Program actions noted with an asterisk (*):
 - (a) Approval of an airport location (new airport).
 - * (b) Approval of a project on an airport layout plan (ALP).
 - * (c) Approval of federal funding for airport development.
 - * (d) Requests for conveyance of government land.
 - * (e) Approval of release of airport land.
 - * (f) Approval of the use of passenger facility charges (PFC).
 - * (g) Approval of development or construction on a federally obligated airport.

Do any of these listed Federal Airports program action(s), 2(b) - (g), apply to your project?
Yes X No** If "yes," list them here (there can be more than one).

*(b) Approval of a project on an airport layout plan (ALP).

*(c) Approval of federal funding for airport development.

*(g) Approval of development or construction on a federally obligated airport.

If "no," see (**) below.

**** If the proposed project does not meet 1) or 2) above, i.e., one or more answers to the questions resulted in a (**), do not complete this Form. Rather, contact the appropriate official (listed at the end of this form) for additional instructions.**

Directions

Prior to completing the Short Form EA, FAA recommends that you contact the program manager in the MEM-ADO to ensure that the Short Form EA is the proper Form for your proposed action. Once you have completed the Form in accordance with the following instructions, submit it to that office for review.

To complete the Form, the preparer should describe the proposed project and provide information on any potential impacts of the proposed project. Accordingly, it will be necessary for the preparer to have knowledge of the environmental features of the airport. Although some of this information may be obtained from the preparer's own observations, previous environmental studies and associated documents, or research, the best sources are the jurisdictional federal, state and local resource agencies responsible for protecting specially-protected resources, such as wetlands, coastal zones, floodplains, endangered or threatened species, properties in or eligible for National Register status, DOT Section 303/4(f) lands, etc.. As appropriate, these agencies should be consulted prior to submitting information to the FAA. It is important to note that in addition to fulfilling the requirements of NEPA through this evaluation process, the FAA is responsible for ensuring that airport development projects comply with the many laws and orders administered by the agencies protecting specially-protected resources. Moreover, the Form is not meant to be a stand-alone document. Rather, it is intended to be used in conjunction with applicable Orders, laws, and guidance documents, and in consultation with the appropriate resource agencies.

An electronic version of this Evaluation Form is available from the Program Manager or Environmental Specialist at the MEM ADO. In addition, some of the guidance and regulatory documents referenced in this Evaluation Form are available on-line at - http://www.faa.gov/airports/environmental/environmental_desk_ref/. We encourage the preparer to complete the Form electronically, rather than by hand. It may then be submitted via email, with a copy of the completed signature page sent by fax or mail; or, a hard copy of the completed Form may be submitted by fax or mail. The contact list should be removed from the completed Form prior to its submittal. Those responses requiring further explanation, or separate project plans or maps, should be attached at the end of the Form. In the attachment, identify the issue by its associated number/title (e.g., response to Item 13, Coastal Zone Impacts).

Complete the following information:

1. Project Location:

Airport Name: Chattanooga Metropolitan Airport

Airport Address: 1001 Airport Road

City: Chattanooga

County: Hamilton

State:

Tennessee

2. Airport Sponsor Information:

Point of Contact: Mr. Michael J. Landguth

Address: 1001 Airport Road, Suite 14

Chattanooga, Tennessee 37421

Telephone: (423) 855-2202

Fax: (423) 855-2212

E-mail: mlandguth@chattairport.com

3. Evaluation Form Preparer Information:

Point of Contact: Ms. Amanda M. Herrit, M.S.

Address: P.O. Box 5010

Chattanooga, Tennessee 37406

Telephone: (423) 499-6111

Fax: (423) 499-8099

E-mail: ambherrit@terracon.com

4. Proposed Development Action (describe ALL associated projects that are involved):

The project would consist of the installation, ownership, operation, and maintenance of a 1 to 3 Mega Watt photovoltaic (PV) Solar energy system on Chattanooga Metropolitan Airport Authority property. The proposed location consists of 12 acres of property that is unusable for aeronautical purposes. The proposed project is located outside of the RPZ, OFA, and RSA. The project would include minor trenching and backfilling to facilitate the installation of underground conduits for the solar energy system. The maximum height of the array would be 9 feet. The project would be a phased installation of between 1 and 3 megawatts solar array in a low slope orientation to maximize the solar exposure.

5. Describe the Purpose of and Need for the Project:

Chattanooga Metropolitan Airport is located in a Non-Attainment Area for fine particulate matter (PM_{2.5}). The City of Chattanooga has established a Climate Action Plan to reduce the local carbon footprint and promote green technologies. The Chattanooga Metropolitan Airport Authority plans to reduce the Airport's carbon footprint and criteria air pollutant emissions through several environmental initiatives, which may be funded through the Voluntary Airport Low Emission (VALE) Program. The proposed solar PV system would be the second VALE project to provide a clean energy source for an airport. Zero emissions are generated by a VALE solar PV system. Under the VALE Program, the proposed project would generate Airport Emission Reduction Credits (AERCs). Solar projects are a regional priority. The project achieves energy and environmental benefits for the region, nation and the global community. The project would achieve the following benefits: reduce emissions of nitrogen oxides by approximately 2 tons per year, which is equivalent to the annual pollution generated by 108 passenger cars; reduce CO₂ emissions by more than 1,000 tons per year, which is equivalent to annual pollution from more than 200 passenger cars; reduce electricity expenses for the airport, improve energy independence, and produce renewable energy. CMAA would become a generating partner with TVA. Coal is the primary power source for the TVA system. Bull Run, Kingston and Widows Creek Coal Plants are

the primary source for power in the area. A solar PV project at Chattanooga Metropolitan Airport would demonstrate environmental leadership by the Authority and FAA. The project would provide for cleaner air by reducing pollutants, reduce the airports carbon footprint, provide airport sustainability through green building and infrastructure design and construction, improve energy efficiency, reduce the annual fiscal airport operating cost, support City and Regional Energy and Environmental Strategic Plans, and to comply with federal grant assurances related fiscal sustainability.

6. Alternatives to the Project: Describe any other reasonable actions that may feasibly substitute for the proposed project, and include a description of the "No Action" alternative. If there are no feasible or reasonable alternatives to the proposed project, explain why:

Alt #1 _____

Alt. #2 _____

No Action Alt. _____

Explanation. An alternative analysis has been completed and no reasonable alternatives may be substituted for the proposed project. The proposed project is necessary to improve air quality in the Chattanooga metropolitan area. The Chattanooga Metropolitan Airport is located in a Non-Attainment Area for fine particulate matter (PM_{2.5}). The Chattanooga Metropolitan Airport Authority plans to reduce the Airport's carbon footprint and criteria air pollutant emissions through several environmental initiatives, which may be funded through the VALE Program. The proposed solar PV system would be the second VALE project to provide a clean energy source for an airport. Zero emissions would be generated by a VALE solar PV system. Under the VALE Program, the proposed project would generate Airport Emission Reduction Credits (AERCs).

7. Describe the affected environment of the project area (terrain features, level of urbanization, sensitive populations, etc). Attach a map or drawing of the area with the location(s) of the proposed action(s) identified. Attachment? Yes No

The proposed location consists of 12 acres within the boundaries of the Chattanooga Metropolitan Airport (CMA) that is unusable for aeronautical purposes. The proposed project location is outside of the RPZ, OFA, and RSA on the southwest side of the airport. The terrain within the proposed project area is relative flat and is intersected by a tributary to South Chickamauga Creek. Another small tributary is located to the south of the project area. The proposed project would remain outside of all streams and buffer areas. Correspondence with TDEC, TWRA, and USACE has been

attached in Appendix A. No impacts to waters of the state or U.S. are anticipated as a result of the proposed project.

The CMA is located in a predominantly residential area with a densely developed commercial area along Lee Highway and Brainerd Road. The proposed project is not anticipated to have any detrimental effects on properties or populations adjacent to the airport. As a result of this proposed project, the Chattanooga area would benefit from the reduction of fossil fuel use which would help improve air quality in the region, reduce the airport's financial burden for purchasing electricity, and reduce the airport's carbon footprint.

8. Are there attachments to this Form? Yes No If "yes," identify them below.

Site Location Map – Figure 1

Airport Layout Plan – Figure 2

FEMA Map – Figure 3

Appendix A – Interagency Correspondence

Appendix B - FIRM Letter of Map Revision

Appendix C – Solar Farm Aerial Depiction

9. Environmental Consequences – Special Impact Categories (refer to corresponding sections in 5050.4B or 1050.1E, or subsequent revisions, for more information and direction to complete each category, including discussions of Thresholds of Significance Table 7-1).

(1) NOISE

1) Does the proposal require a noise analysis per Order 1050.1E, Appendix A? Explain. (Note: Noise sensitive land uses are defined in Table 1 of FAR Part 150). Yes No

The project would not adjust any flight path, increase operations, change aircraft types, or impact the noise contours of the airport. The proposed project would consist of the installation, ownership, operation, and maintenance of a 1 to 3 Mega Watt photovoltaic (PV) Solar energy system on Chattanooga Metropolitan Airport Authority property.

2) If "yes," determine whether the proposed project is likely to have a significant impact on noise levels over noise sensitive areas within the DNL 65 dBA noise contour.

(2) COMPATIBLE LAND USE

(a) Would the proposed project result in other (besides noise) impacts exceeding thresholds of significance that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Explain.

No, the project would be located on airport property. The project would not involve any uses activities, or construction methods that would disrupt or divide the physical arrangement of an established community or relocation of residences or businesses. The property would not be located in any RSA, OFA, or RPZ. The height of the project would not exceed 9 feet and would be below all surfaces. The location would not interfere with any NAVAID and would be clear of the glideslope protected area. As a result of this proposed project, the Chattanooga area would benefit from the reduction of fossil fuel use which would help improve air quality

in the region, reduce the airport's financial burden for purchasing electricity, and reduce the airport's carbon footprint.

(b) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports"? Explain.

No, the proposed project would be located on airport property. The intended purpose/operation (PV solar energy system) would not create or be located in or near a wildlife habitat. The proposed project would not create wetlands or a forested area on this property. The proposed project would not create or modify any wildlife hazard. The U.S. Fish and Wildlife Service in Cookeville, Tennessee was consulted with regards to this project and they indicated that no significant adverse impacts to federally listed endangered or threatened species or their habitats are anticipated from the proposed project. See Appendix A for a copy of the correspondence with the U.S. Fish and Wildlife Service.

(3) SOCIAL IMPACTS

(a) Would the proposed project cause relocation of any homes or businesses? Yes ___ No X
Explain. No, this is presently vacant airport property.

(b) If "yes," describe the availability of adequate relocation facilities

(c) Would the proposed project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion? Explain.

No, the project would be located on vacant airport property. The roadway system would remain the same as currently configured. The adjacent roadway is airport built and owned which services the west side of the airport. No new roads or roadway improvements are a part of the proposed project. The proposed project would not produce a noticeable change in traffic.

(4) INDUCED SOCIOECONOMIC IMPACTS

Would the proposed project cause induced, or secondary, socioeconomic impacts to surrounding communities, such as change business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.? Yes ___ No X Explain: Implementation of the proposed project would not directly induce unplanned population growth in the project area, as no new homes or businesses are elements of the proposed project. The project would be located on airport property. The residents located within the surrounding community of the proposed project would not notice a change in business and economic activity, impact public service demands; or induce shifts in population movement and growth.

(5) AIR QUALITY

(a) Does the proposed project have the potential to increase airside or landside capacity, including an increase in capacity to handle surface vehicles? Explain No, the project would be for the improvement of air quality by reducing the dependence on fossil fuel generated power. The proposed project would not be implemented or have the potential to increase airside or landside capacity.

(b) Identify whether the project area is in a non-attainment or maintenance area for any of the six (6) criteria air pollutants having National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act Amendments (CAAA), and identify which pollutant(s) apply. If the proposed project is in an attainment area, no further air quality analysis is needed; skip to item (6). See EPA Green Book at www.epa.gov/oar/oaqps/greenbk for current attainment areas. The project area would be located within Hamilton County, which is currently a non-attainment area for fine particulate matter (PM_{2.5}). However, due to the limited scope and nature of construction related to this equipment installation, and operation activities, implementation of the proposed project would not further violate any air quality standard or contribute to an existing or projected air quality violation. The project would serve to improve the long term air quality in the region.

(c) Is an air quality analysis needed with regard to indirect source review requirements or levels of aircraft activity (See Order 1050.1E and the 1997 FAA Handbook "Air Quality Procedures for Civilian Airports and Air Force Bases"). Explain. If "yes," comply with state requirements.

No, the proposed project would be a PV solar development that would produce "green energy" and would have the potential to reduce harmful emissions reducing the energy demand from traditional fossil fuel power sources. Also, due to the limited scope and nature of construction related to this proposed equipment installation, and operational activities, impacts regarding significant air emissions are not anticipated

(d)(1) Would the proposed action be an "exempted action," as defined in 40 C.F.R Part 51.853(c)(2) of the General Conformity Rule? If exempt, skip to item (6). List exemption claimed. (3) (ii)

(d)(2) Would the increase in the emission level of the regulated air pollutants for which the project area is in non-attainment or maintenance exceed the de minimis standards? Yes _____
No X

(d)(3) If "no," would the proposed project cause a violation of any NAAQS, delay the attainment of any NAAQS, or worsen any existing NAAQS violation? Explain. No, This project would be a PV solar development that would produce "green energy" and would have the potential to reduce harmful emissions reducing the energy demand from traditional fossil fuel power sources. Also, due to the limited scope and nature of construction related to this equipment installation, and operational activities, NAAQS violations are not anticipated nor are impacts regarding significant air emissions anticipated.

(d)(4) Would the proposed project conform to the State Implementation Plan (SIP) approved by the state air quality resource agency? Explain, and provide supporting documentation. Implementation of the proposed project would not conflict with or obstruct implementation of the local Air Quality Plan. Construction related to this equipment installation would involve various types of construction equipment, including various hand tools. Construction-related activities have the potential to generate only minimal temporary air quality impacts. Operation of the proposed project would not involve an increase in emissions.

(6) WATER QUALITY

Describe the potential of the proposed project to impact water quality, including ground water, surface water bodies, any public water supply systems, etc. Provide documentation of consultation with agencies having jurisdiction over such water bodies, as applicable.

The proposed project would not be anticipated to negatively impact the water quality in this area, which includes groundwater, surface water bodies, any public water supply systems, etc. The proposed project would be designed in a manner which would minimize any environmental impacts to water quality in the area utilizing Best Management Practices. Additionally, a NPDES Storm Water Construction Permit would be obtained for this proposed project. No drainage patterns, streams, or rivers would be altered as a result of this project. Public water systems would not be affected due to the project's scope and nature, and limited impact area. Correspondence with TDEC, TWRA, and USACE has been included in Appendix A. No impacts to waters of the state or U.S. are anticipated as a result of the proposed project.

(7) DEPARTMENT OF TRANSPORTATION SECTION 303/4(f)

Does the proposed project require the use of any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance? Provide justification for your response. Include concurrence of appropriate officials having jurisdiction over such land regarding the use determination.

The proposed project would be located on property currently owned by the Chattanooga Metropolitan Airport. The proposed project would not require the use of any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance. Therefore, this proposed project would not adversely impact Section 303/4 (f) lands.

(8) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(a) Describe any impact the proposed project might have on any properties in or eligible for inclusion in the National Register of Historic Places. Provide justification for your response, and include a record of your consultation with the State Historic Preservation Officer (SHPO), if applicable (attach correspondence with SHPO).

The proposed project would be located on airport property. Based on the site investigation, previous studies that have been conducted on the property, and consultation with the State of Tennessee Historical Commission (SHPO), there are no known existing historic sites located within the proposed project area. Correspondence with SHPO is presented in Appendix A.

(b) Describe whether there is reason to believe that significant scientific, prehistoric, historic, archeological, or paleontological resources would be lost or destroyed as a result of the proposed project. Include a record of consultation with persons or organizations with relevant expertise, including the SHPO, if applicable.

Based on the site investigation, review of previous development of the property and consultation with the SHPO, there is no reason to believe that significant scientific, prehistoric, historic, archeological, or paleontological resources would be lost or destroyed as a result of the proposed project.

(9) BIOTIC COMMUNITIES

Describe the potential of the proposed project to directly or indirectly impact plant communities and/or the displacement of wildlife. This answer should also reference Section 6, Water Quality, if jurisdictional water bodies are present. The proposed project area would be located on the Chattanooga Metropolitan Airport. The site is presently a flat area that is grassed and is periodically maintained by mowing. Being located on airport property displacement of wildlife would not be anticipated by the proposed project. No water bodies would be affected by this project.

(10) FEDERAL and STATE-LISTED ENDANGERED AND THREATENED SPECIES

Would the proposed project impact any federally or state-listed or proposed endangered or threatened species of flora and fauna, or impact critical habitat? Explain, and discuss and attach records of consultation efforts with jurisdictional agencies, if applicable.

The proposed project area would be located on the Chattanooga Metropolitan Airport. Initial information was obtained from the State of Tennessee Department of Environmental and Conservation-Division of Natural Heritage, to determine the protected species or critical habitats likely to be encountered on the subject property. The Natural Heritage Division database indicated three (3) federally protected species and eight (8) state protected species that could potentially be found within the southwest quarter of the USGS East Chattanooga, Tennessee quadrangle map and are as follows: the Large-flowered Skullcap (*Scutellaria montana*), Narrow-leaved Trillium (*Trillium lancifolium*), Southern Nodding Trillium (*Trillium rugelii*), Chickamauga crayfish (*Cambarus extraneus*), Orange-foot Pimpleback (*Plethobasus copperianus*), Bachman's Sparrow (*Aimophila aestivalis*), Peregrine Falcon (*Falco peregrinus*), and Snail Darter (*Percina tanasi*). Additionally, the U.S. Fish and Wildlife was consulted with regards to this project and they indicated that no significant adverse impacts to federally listed endangered or threatened species are anticipated from the proposed project. Current site use would preclude any of these species from being present within the project area. Interagency correspondence has been included as Appendix A.

(11) WETLANDS

Does the proposed project involve the modification of delineated wetlands (Delineations must be performed by a person certified in wetlands delineation)? Provide justification for your response. The proposed project would not involve the direct or indirect modification of delineated wetlands. Based on site investigations and historical documents prepared for the Chattanooga Metropolitan Airport, there are no delineated wetlands within the proposed project area. Additionally, the US Army Corps of Engineers were consulted with regards to this project and they indicated that no significant adverse impacts to wetlands are anticipated from the proposed project. Correspondence with the USACE has been included in Appendix A.

(12) FLOODPLAINS

(a) Would the proposed project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)?
Yes X No

(b) Would the proposed project be located in a 500-year floodplain, as designated by FEMA?
Yes X No

(c) If "yes," is the proposed project considered a "critical action", as defined in the Water Resources Council Floodplain Management Guidelines? (see FR Vol. 43, No. 29, 2/10/78)
Yes ___ No X

(d) You must attach the corresponding FEMA Flood Insurance Rate Map (FIRM) or other documentation showing the project area. Map attached? Yes X No ___ If "no," why not? _____

(e) If the proposed project would cause an encroachment of a base floodplain (the base floodplain is the 100-year floodplain for non-critical actions and the 500-year floodplain for critical actions), what measures would be taken to provide an opportunity for early public review, in accordance with Order 1050.1E, Appendix A, Section 9.2.c? Attached is a copy of the Flood Map that shows the project location lies within the 100-year floodplain. Based on the Revised Flood Map, Hamilton County, Tennessee, Map Number 47065C0362F, to Reflect the Letter of Map Revision, Dated February 21, 2003, the project area would be protected from the 100-year flood by levee, dike or other structure, which is subject to failure or over topping during larger floods. The proposed project would not be considered a "critical action" as defined in the Water Resources Council Floodplain Management Guidelines. The letter of map revision (LOMR) has been attached as Appendix B.

(13) COASTAL ZONE MANAGEMENT PROGRAM

(a) Would the proposed project occur in, or affect, a coastal zone, as defined by a state's Coastal Zone Management Plan (CZMP)? Explain

The proposed project would not occur in, or affect, a coastal zone and therefore, would not present an impact.

(b) If "yes," is the project consistent with the State's CZMP? Explain. If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification. Early coordination is recommended. _____

(14) COASTAL BARRIERS

Is the location of the proposed project within the Coastal Barrier Resources System, as delineated by the US Fish and Wildlife Service (FWS) or FEMA coastal barrier maps? Explain. No, the proposed project would not be located in or near a Coastal Barrier Resources System; therefore, this project would not present an impact.

(15) WILD AND SCENIC RIVERS

Would the proposed project affect any portion of the free-flowing characteristics of a Wild and Scenic River or a Study River, or any adjacent areas that are part of such rivers, listed on the Wild and Scenic Rivers Inventory? Consult the (regional) National Parks Service (NPS), U.S.

Forest Service (FS), or other appropriate federal authority for information. Early consultation is recommended. Based on information obtained from the National Parks Service website, the proposed project would not be located near or adjacent to any Wild and Scenic Rivers or Study Rivers, or any adjacent areas that are part of such rivers, listed on the Wild and Scenic Rivers Inventory. Therefore, this project would not present an impact to any Wild and Scenic Rivers or Study Rivers, or any adjacent areas that are part of such rivers.

(16) FARMLAND

(a) Would the proposed project involve the use of federal financial assistance or conversion of federal government land? Explain No. The proposed project would be located on the airport property and the airport property does not consist of farmland; therefore, this is not applicable and the proposed project would not be impact farmland.

(b) If "yes" would it convert farmland protected by the Farmland Protection Policy Act (FPPA) (prime or unique farmland) to non-agricultural uses? Yes No

(c) If "yes," determine the extent of project-related farmland impacts by completing (and submitting to the Natural Resources Conservation Service) the "Farmland Conversion Impact Rating Form" (NRCS Form AD 1006). Coordinate with the state or local agricultural authorities. Explain your response, and attach the Form AD 1006, if applicable.

(17) ENERGY SUPPLY AND NATURAL RESOURCES

What effect would the proposed project have on energy or other natural resource consumption? Would demand exceed supply? Explain. Letters from local public utilities and suppliers regarding their abilities to provide energy and resources needed for large projects may be necessary. The proposed project would not have a significant negative impact on energy or other natural resource consumption. The project would be a PV solar energy system that would supply electricity back to the electric grid. The proposed project would have a positive impact on energy and natural resource consumption. As a renewable energy resource, the proposed project would supply electricity for the airport's use and defer reliance on fossil fuel and any excess energy would be provided to the Tennessee Valley Authority (TVA).

(18) LIGHT EMISSIONS

Would the proposed project have the potential for airport-related lighting impacts on nearby residents? Explain, and, if necessary, provide a map depicting the location of residences in the airport vicinity in relation to the proposed lighting system. No, the project would not be anticipated to install additional lighting or present a significant impact.

(19) SOLID WASTE

Would the proposed project generate solid waste? Yes No
If "yes," are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain. No, it would not be anticipated that the proposed project

would generate solid waste. No additional buildings or additional employees would be required as a result of this action, which would increase the amount of solid waste generated.

NOTE: A sanitary landfill is incompatible with airport operations if the landfill is located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft. Refer to FAA Advisory Circular 150/5200.33 "Hazardous Wildlife Attractants on or Near Airports," and FAA Order 5200.5B, "Guidance Concerning Sanitary Landfills on or Near Airports."

(20) CONSTRUCTION IMPACTS

Would construction of the proposed project: 1) increase ambient noise levels due to equipment operation; 2) degrade local air quality due to dust, equipment exhausts and burning debris; 3) deteriorate water quality when erosion and pollutant runoff occur; 4) or disrupt off-site and local traffic patterns? Explain.

1) Construction of the proposed project would not significantly increase the ambient noise levels due to the operation of light equipment and hand tools associated with the installation of equipment. Minimal impact to any off-site areas would not be expected since construction activities would be confined within the airport property boundary.

2) A slight increase in the amount of fine particulate matter and other air pollutants are expected as a result of the installation process; however, due to the scope of this project the increase would be minimal and would occur over a short period of time and would not significantly degrade the local air quality. Best Management Practices would be employed to minimize impacts to air quality.

3) The proposed project would be required to obtain an NPDES Storm Water Construction Permit from the State of Tennessee and would implement Best Management Practices for erosion and sedimentation control. Based on the existing construction plan and size of the project, the implementation of BMPs would provide sufficient control measures to prevent erosion and minimize sedimentation, therefore no adverse environmental impacts to the site are expected.

4) Disruption in off-site and local traffic patterns would be minimal and of short duration. The hauling off of debris and materials to be recycled would be the only traffic not occurring within the property boundaries.

(21) OTHER CONSIDERATIONS

(a) Is the proposed project likely to be highly controversial on environmental grounds? Explain. No, the proposed project would not be anticipated as highly controversial since the proposed project would provide an alternative clean energy source. Alternative clean energy reduces harmful emissions and reducing our dependence on fossil fuels. This is consistent with the current direction of the CMA, state, and nation. The community and elected officials are behind the project and controversy is unlikely.

(b) Is the proposed project likely to be inconsistent with any federal, state or local law or administrative determination relating to the environment? Explain. No, it is not anticipated that the proposed project would be inconsistent with any federal, state or local law or administrative determination relating to the environment.

(c) Is the proposed project reasonably consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located? Explain Yes. The proposed project is anticipated to be consistent with local plans and policies. The project would produce clean green power and would help to improve air quality in the Chattanooga area.

(22) HAZARDOUS SITES/MATERIALS

Would the proposed project require the use of land that may contain hazardous substances or may be contaminated? Explain your response and describe how such land was evaluated for hazardous substance contamination. Early consultation with appropriate expertise agencies (e.g., US Environmental Protection Agency (EPA), EPA-certified state and local governments) is recommended.

The proposed project is on vacant airport land that has never been previously filled and leveled. It is not anticipated that the proposed project area would contain hazardous substances or may be otherwise contaminated. The proposed project area has been historically an undeveloped area of the airport.

(23) PERMITS

List all required permits for the proposed project. Indicate whether any difficulties are anticipated in obtaining the required permits. Coordination with appropriate agencies is ongoing; however, it is not anticipated that there will be any difficulty in obtaining the following required permits:

1.) NPDES Storm Water Construction Permit.

NOTE: Even though the airport sponsor has/shall obtain one or more permits from the appropriate federal, state, and/or local agencies for the proposed project, initiation of such project shall **NOT** be approved until FAA has issued its environmental determination.

(24) ENVIRONMENTAL JUSTICE

Would the proposed project impact minority and/or low-income populations? Consider human health, social, economic, and environmental issues in your evaluation. Explain. No due to the limited scope and nature of construction and operation activities, and limited impact area of the proposed project, impacts regarding minority or low income populations are not anticipated. The proposed project is located on the airport and therefore would not displace any residences, churches, schools, etc. of minority and/or low-income populations. No jobs will be lost due to this project. Therefore, this project would not negatively impact minority and/or low-income populations. However, the proposed project will provide new jobs during the construction, which may provide a positive impact to minority and/or low-income populations. In addition, due to the size of the project and no increase in air traffic, the proposed project will not result in any adverse health or environmental issues.

(25) CUMULATIVE IMPACTS

When considered together with other past, present, and reasonably foreseeable future development projects on or off the airport, federal or non-federal, would the proposed project produce a cumulative effect on any of the environmental impact categories above? You should consider projects that are connected, cumulative and similar (common timing and geography). Provide a list of such projects considered. For purposes of this Evaluation Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

No, cumulative impacts are anticipated as a result of implementation of this project. The size of this project is relatively small and future use of the airport is not expected to be significantly different than the current use of the site. In addition, there are no other anticipated large federal or non-federal projects within the area that would provide a cumulative effect on the environmental impact to the area. Vacant parcels along Pine Grove Trail were previously purchased by the CMA, but there are no known or foreseen development plans for these parcels in the next five years and therefore no cumulative impacts from these parcels are anticipated.

10. MITIGATION

(a) Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the proposed project, and include a discussion of any impacts that cannot be mitigated, or that cannot be mitigated below the threshold of significance (See 5050.4B & 1050.1E, Appendix A).

It is not anticipated that the proposed project would create any significant impacts. Two streams are located adjacent to the proposed project area. As a result, an erosion control plan would be designed specifically for the proposed project that would detail the Best Management Practices necessary to protect the jurisdictional waters located adjacent to the proposed project.

(b) Provide a description of the resources that are in or adjacent to the project area that must be avoided during construction. **Note:** The mitigation measures should be incorporated into the project's design documents.

Two streams are located adjacent to the proposed project area. One stream divides the proposed project area to northern and southern sections. The stream is separated from the proposed project area by a fence and stream buffer area. A second stream is located to the south of the proposed project area. The proposed project would remain outside of all stream and stream buffer areas. Refer to Figure 2 for a depiction of the proposed project area. An erosion control plan would be designed specifically for the proposed project that would detail the Best Management Practices necessary to protect the jurisdictional waters located adjacent to the proposed project.

11. PUBLIC INVOLVEMENT

Describe what efforts would be made to involve the public with this proposed project. Discuss the appropriateness of holding public meetings and/or public hearings, making the draft document available for public comment, or the preparation of a public involvement plan, etc. The Chattanooga Metropolitan Airport Authority has met with the Chattanooga City Mayor and Councilwoman for this district to describe this project and the intended goal. The airport has met with the Brainerd Neighborhood Association, District 6 Summit, and the Chattanooga Director of Sustainability. The project has been discussed in great detail with all elected officials and has gained their full support. The project is fully supported by this community. A Public Notice was posted in the Chattanooga Times Free Press for 3 days with a 30 day comment period. The Chattanooga Metropolitan Airport Authority did not receive any comments or requests for a public hearing.

12. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.

Amanda M. Herit
Signature

1/13/11
Date

Amanda M. Herit, M.S. Environmental Scientist/NEPA Specialist
Name, Title

Terracon Consultants, Inc.
Affiliation

13. AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Michael J. Landguth
Signature

1/24/11
Date

Michael J. Landguth, A.A.E., President and CEO
Name, Title

Chattanooga Metropolitan Airport Authority
Affiliation

Note: This page to be completed by FAA only

14. FAA DECISION:

Having reviewed the above information, certified by the responsible airport official, it is the FAA decision that the proposed project(s) of development warrants environmental processing as indicated below.

- The proposed development action has been found to qualify for a Short Environmental Assessment.
- The proposed development action exhibits conditions that require the preparation of a detailed Environmental Assessment (EA).
- The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project:
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____

*Action Reviewed/Recommended by:

Stephan A Wilson
(FAA Environmental Specialist)

5/3/11
Date

*Approved:

[Signature]
(FAA Approving Official)

5/3/11
Date

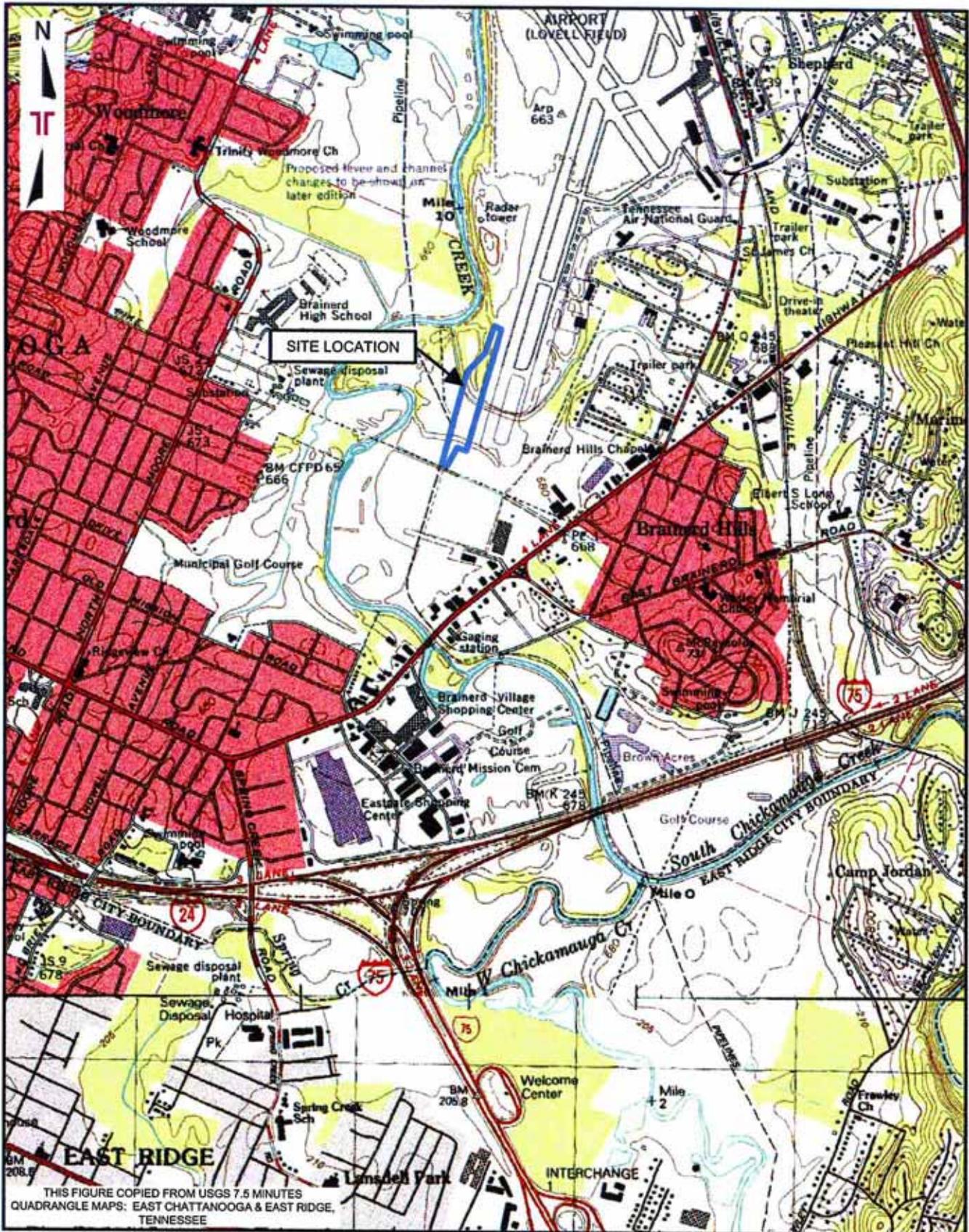
* The above FAA approval only signifies that the proposed development action(s), as described by the information provided in this Evaluation Form, initially appears to qualify for the indicated environmental processing action. This may be subject to change after more detailed information is made known to the FAA by further analysis, or through additional federal, state, local or public input, etc.

T Figures



Environmental



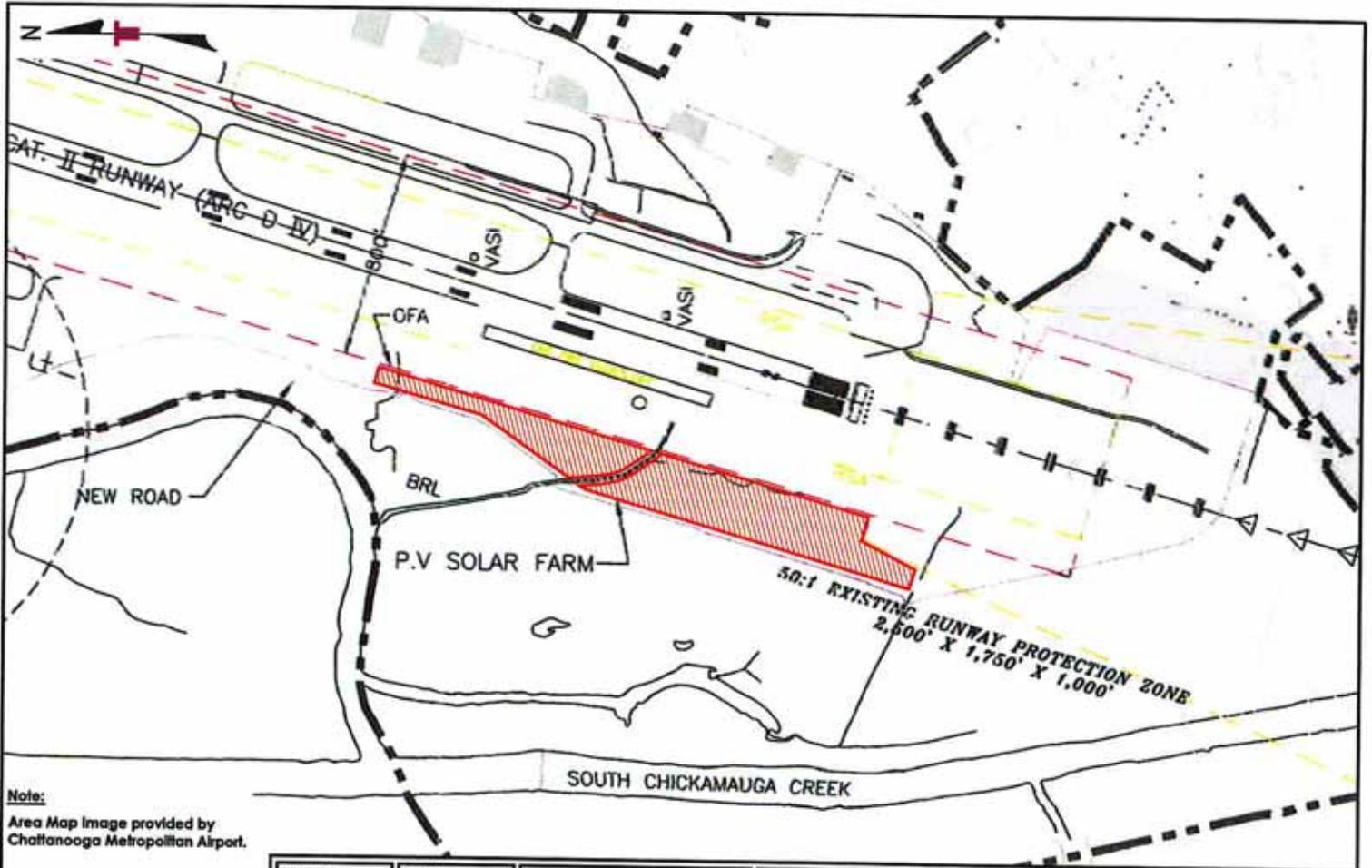


Project Manager: AMH	Project No. E2107082
Drawn By: JIM	Scale: 1" = 2,000'
Checked By: AMH	File Name: N:\Projects\2010
Approved By: DEW	Date: 11/22/10

Terracon
 Consulting Engineers & Scientists
 81 Lost Mount Drive, Suite 135 Chattanooga, TN 37405
 PH. (423) 499-6111 FAX. (423) 499-6009

Topographic Map
 Environmental Evaluation
 Chattanooga Metropolitan Airport
 Solar Farm Installation
 Chattanooga, Hamilton County, Tennessee

FIG No. 1



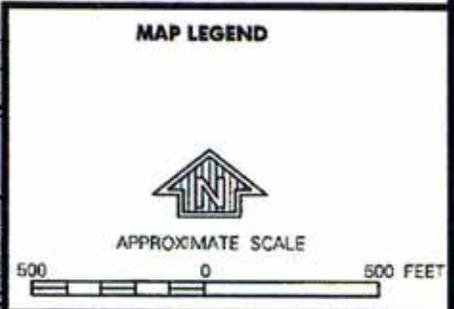
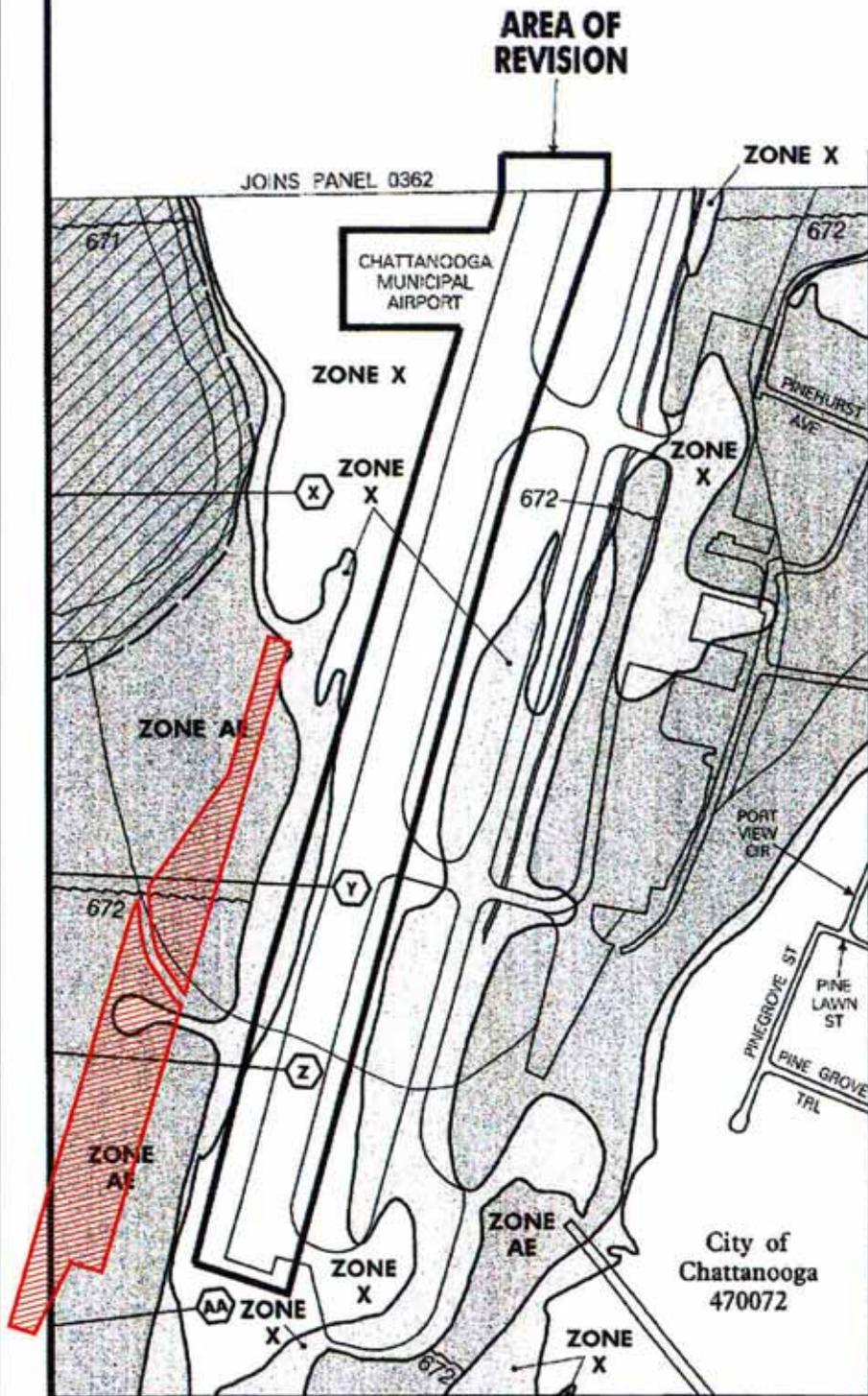
Note:
Area Map Image provided by Chattanooga Metropolitan Airport.



Project Mgr: AMH	Project No. E2107082	 Consulting Engineers and Scientists 51 East Mead Dr. Suite 126 Chattanooga, TN 37408 PH: (423) 498-8111 FAX: (423) 498-8388	Airport Layout Plan Environmental Evaluation Chattanooga Metropolitan Airport Solar Farm Installation Chattanooga, Hamilton County, Tennessee	FIG. No.
Drawn By: JIM	Scale: AS SHOWN		<div style="border: 1px solid black; padding: 5px; text-align: center;"> 2 </div>	
Checked By: AMH	File No. N:\Projects\2010			
Approved By: DEW	Date: 12/10/10			

Note:

FIRM Map Image provided by FEMA Website.



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
HAMILTON COUNTY,
TENNESSEE
AND INCORPORATED AREAS

PANEL 364 OF 530
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COUNTIES

COUNTY	NUMBER	PAGE	REF.
CHATTANOOGA, CITY OF	47072	094	1
CAT. REG. CITY OF	47044	094	1

Note to User: This map was prepared under contract for and under special provisions. The community address shown above should be used as an advisory indication for the subject waterway.

MAP NUMBER
47065C0364F

EFFECTIVE DATE:
NOVEMBER 7, 2002

REVISED TO REFLECT LOMR EFFECTIVE:
FEB 21 2003

Federal Emergency Management Agency

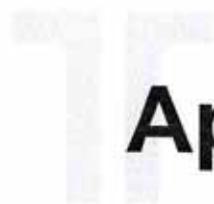
Project Mgr:	AMH
Drawn By:	JIM
Checked By:	AMH
Approved By:	DEW
Project No:	E2107082
Scale:	AS SHOWN
File No.:	N:\Projects\2010
Date:	1/13/11

Terracon
Consulting Engineers and Scientists

51 Lost Mound Dr., Suite 135 Chattanooga, TN 37408
PH. (423) 499-8111 FAX. (423) 499-8099

FIRM Map
Environmental Evaluation
Chattanooga Metropolitan Airport
Solar Farm Installation
Chattanooga, Hamilton County, Tennessee

FIG. No.
3



Appendix A





November 22, 2010

Robert M. Todd
Tennessee Wildlife Resources Agency
Ellington Agricultural Center
P.O. Box 40747
Nashville, TN 37204-9979
(615) 781-6575
rtodd@mail.state.tn.us

**RE: Request for Information
Solar Farm Installation
Chattanooga Metropolitan Airport
Chattanooga, Hamilton County, Tennessee**

Dear Mr. Todd:

Terracon Consultants, Inc. (Terracon) is addressing certain environmental criteria associated with the Solar Farm Installation for the Chattanooga Metropolitan Airport located in Chattanooga, Tennessee. The location of the proposed site is shown on the attached Topographic Map (USGS *Chattanooga and Fort Oglethorpe, Tennessee 7.5'* quadrangle map) and is located at approximately latitude 35°01'34" N and longitude 85°12'27" W. The proposed project consists of a solar panel installation project that will be completed in three phases at the Chattanooga Metropolitan Airport. We would appreciate your assistance in addressing the following item:

FEDERAL and STATE-LISTED ENDANGERED AND THREATENED SPECIES

Would the proposed project impact any federally- or state-listed or proposed endangered or threatened species of flora and fauna, or impact critical habitat?

We respectfully request a written response that documents whether the proposed construction will affect federally listed endangered or threatened species or habitat. If you have any questions, please do not hesitate to contact me at 423-499-6111 or by e-mail at amherrit@terracon.com.

Sincerely,
Terracon Consultants, Inc.


Amanda M. Hermit, M.S.
Environmental Scientist



Dallas Whitmill, P.E.
Senior Engineer/Environmental Manager

Terracon Consultants, Inc. PO Box 5010 51 Lost Mound Drive, Suite 135 Chattanooga, TN 37406
P [423] 499 6111 F [423] 499 6099 terracon.com



November 22, 2010

Mr. Silas Mathes
Tennessee Department of Environment and Conservation
Division of Natural Areas
7th Floor, L&C Tower
401 Church Street
Nashville, TN 37243-0447

**RE: Request for Information
Solar Farm Installation
Chattanooga Metropolitan Airport
Chattanooga, Hamilton County, Tennessee**

Dear Mr. Mathes:

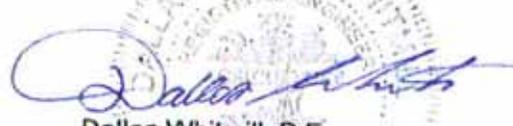
Terracon Consultants, Inc. (Terracon) is addressing certain environmental criteria associated with the Solar Farm Installation for the Chattanooga Metropolitan Airport located in Chattanooga, Tennessee. The location of the proposed site is shown on the attached Topographic Map (USGS *Chattanooga and Fort Oglethorpe, Tennessee* 7.5' quadrangle map) and is located at approximately latitude 35°01'34" N and longitude 85°12'27" W. The proposed project consists of a solar panel installation project that will be completed in three phases at the Chattanooga Metropolitan Airport. We would appreciate your assistance in addressing the following item:

FEDERAL and STATE-LISTED ENDANGERED AND THREATENED SPECIES
Would the proposed project impact any federally- or state-listed or proposed endangered or threatened species of flora and fauna, or impact critical habitat?

We respectfully request a written response that documents whether the proposed construction will affect federally listed endangered or threatened species or habitat. If you have any questions, please do not hesitate to contact me at 423-499-6111 or by e-mail at amheritt@terracon.com.

Sincerely,
Terracon Consultants, Inc.


Amanda M. Heritt, M.S.
Environmental Scientist


Dallas Whitmill, P.E.
Senior Engineer/Environmental Manager



Terracon Consultants, Inc. PO Box 5010 51 Lost Mound Drive, Suite 135 Chattanooga, TN 37406
P [423] 499 6111 F [423] 499 8099 terracon.com



November 22, 2010

Ms. Mary Jennings
Field Supervisor
United States Fish and Wildlife Service
446 Neal Street
Cookeville, Tennessee 38501

**RE: Request for Information
Solar Farm Installation
Chattanooga Metropolitan Airport
Chattanooga, Hamilton County, Tennessee**

Dear Ms. Jennings:

Terracon Consultants, Inc. (Terracon) is addressing certain environmental criteria associated with the Solar Farm Installation for the Chattanooga Metropolitan Airport located in Chattanooga, Tennessee. The location of the proposed site is shown on the attached Topographic Map (USGS *Chattanooga and Fort Oglethorpe, Tennessee 7.5'* quadrangle map) and is located at approximately latitude 35°01'34" N and longitude 85°12'27" W. The proposed project consists of a solar panel installation project that will be completed in three separate phases at the Chattanooga Metropolitan Airport. We would appreciate your assistance in addressing the following item:

FEDERAL and STATE-LISTED ENDANGERED AND THREATENED SPECIES
Would the proposed project impact any federally- or state-listed or proposed endangered or threatened species of flora and fauna, or impact critical habitat?

We respectfully request a written response that documents whether the proposed construction will affect federally listed endangered or threatened species or habitat. If you have any questions, please do not hesitate to contact me at 423-499-6111 or by e-mail at amherrit@terracon.com.

Sincerely,
Terracon Consultants, Inc.


Amanda M. Herrit, M.S.
Environmental Scientist


Dallas Whitmill, P.E.
Senior Engineer/Environmental Manager



Terracon Consultants, Inc. PO Box 5010 51 Lost Mound Drive, Suite 135 Chattanooga, TN 37406
P [423] 499 6111 F [423] 499 8099 terracon.com

Project Review Form



Silas Mathes, Data Manager
Division of Natural Areas
7th Floor, L&C Annex
401 Church Street
Nashville, TN 37243
Phone (615) 532-0440 or Fax (615) 532-0046
silas.mathes@state.tn.us

Contact Information:

Name: Amanda M Herrit	Phone: 423-499-6111	Fax: 423-499-8099
Company: Terracon	E-mail: amherrit@terracon.com	
Address: 51 Lost Mound Drive, Suite 135		
City: Chattanooga	State: TN	Zip: 37406

Project Information:

Project Name: Chattanooga Metropolitan Airport –Solar Farm Installation	
County Name(s): Hamilton	
Quadname(s): East Chattanooga	
Latitude: 35°01'34" N	Longitude: 85°12'27" W
Project Description: The proposed project consists of a three phase solar panel installation project at the Chattanooga Metropolitan Airport.	

Details:

- In order to assure an accurate review of the project site, please attach a site map with this form and send to the address listed above.
- Upon receipt of your materials, the DNA will e-mail or fax you an invoice based on the following charges:
 - \$100 per project*
 - \$30 for each additional USGS quadrangle covered
 - *additional projects will be invoiced separately
- Data Requests are usually filled within ten working days and e-mailed or mailed to the receiving entity after payment is received.
- **For additional questions, please contact Silas Mathes at (615) 532-0440 or by e-mail at silas.mathes@state.tn.us.**



December 10, 2010

Mr. Bradley Bishop
Regulatory Branch
3701 Bell Road
Nashville, Tennessee 37214
Bradley.n.bishop@usace.army.mil

**RE: Request for Information
Solar Farm Installation
Chattanooga Metropolitan Airport
Chattanooga, Hamilton County, Tennessee**

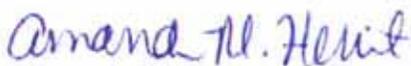
Dear Mr. Bishop:

Terracon Consultants, Inc. (Terracon) is addressing certain environmental criteria associated with the Solar Farm Installation for the Chattanooga Metropolitan Airport located in Chattanooga, Tennessee. The location of the proposed site is shown on the attached Topographic Map (USGS *Chattanooga and Fort Oglethorpe, Tennessee* 7.5' quadrangle map) and is located at approximately latitude 35°01'34" N and longitude 85°12'27" W. The proposed project consists of a solar panel installation project that will be completed in three phases at the Chattanooga Metropolitan Airport. See attached the Airport Layout Plan, Figure 2, with the location of the Solar Farm Installation.

The proposed project consists of the installation, ownership, operation, and maintenance of a One to Three Mega Watt photovoltaic (PV) Solar energy system on Chattanooga Metropolitan Airport Authority property. The location consists of 12 acres of property that is unusable for aeronautical use. The project area is located outside of the RPZ, OFA, and RSA. The proposed project would include minor trenching and backfilling to facilitate the installation of underground conduits for the solar energy system. The maximum height of the array would be 20 feet. The proposed project would be a phased installation of between one and three megawatts of installed in a low slope orientation to maximize the solar exposure. The project area is currently void of any structures. Based on a preliminary assessment of the site, no wetlands or streams have been observed at the site. We do not anticipate that this project would have any detrimental effects on jurisdictional waters. See the attached photographic log for pictures of the area.

We respectfully request a written response that documents whether the proposed construction will affect any Waters of the US. If you have any questions, please do not hesitate to contact me at 423-499-6111 or by e-mail at amheritt@terracon.com.

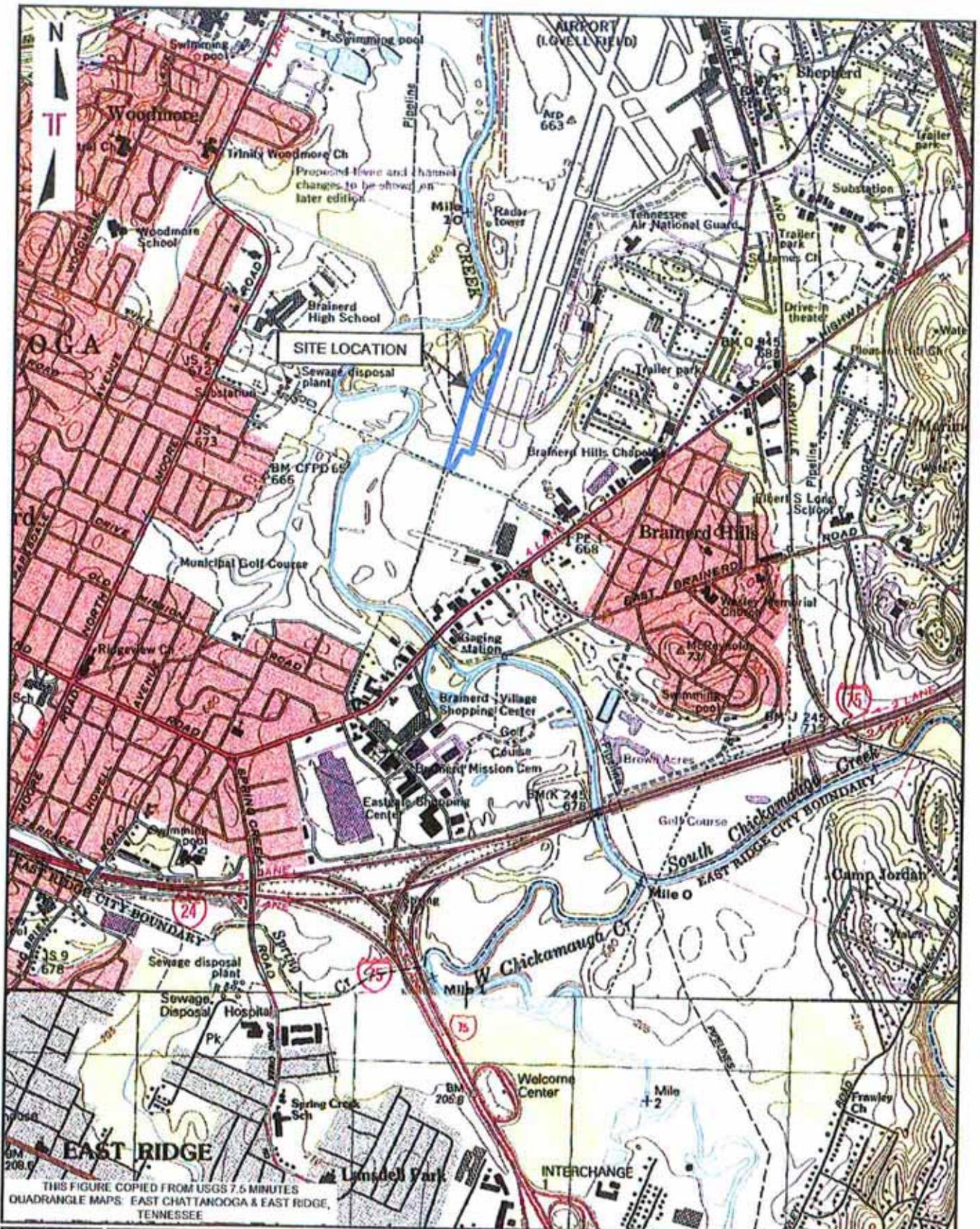
Sincerely,
Terracon Consultants, Inc.


Amanda M. Heritt, M.S.
Environmental Scientist


Dallas Whitmill, P.E.
Senior Engineer/Environmental Manager

Terracon Consultants, Inc. PO Box 5010 51 Lost Mound Drive, Suite 135 Chattanooga, TN 37406
P [423] 499 6111 F [423] 499 8099 terracon.com

Geotechnical ■ Environmental ■ Construction Materials ■ Facilities



Project Manager:	AMH
Drawn By:	JIM
Checked By:	AMH
Approved By:	DEW

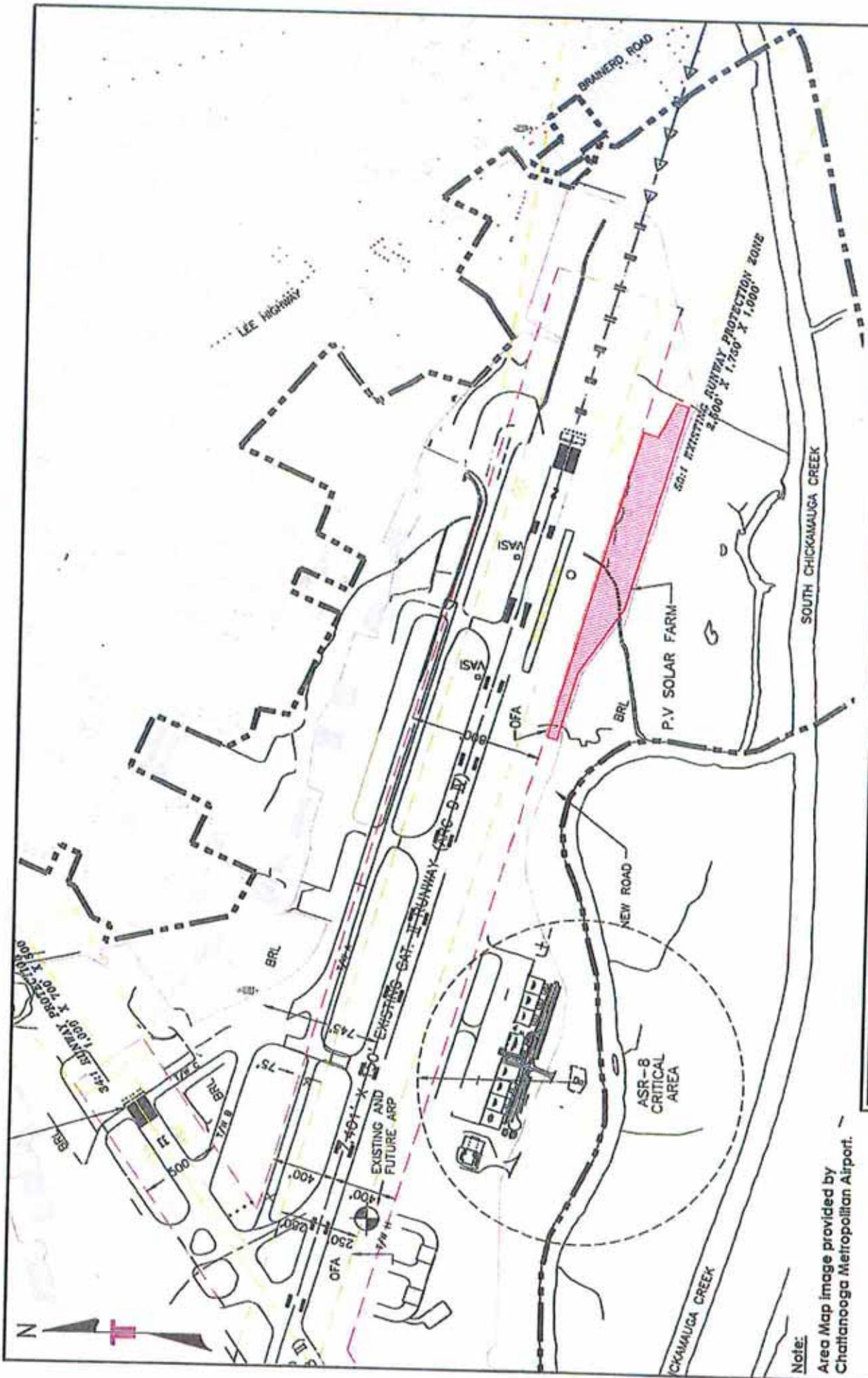
Project No.	E2107082
Scale:	1" = 2,000'
File Name:	N:\Projects\2010
Date:	11/22/10

Terracon
 Consulting Engineers & Scientists

51 Lost Mine Drive, Suite 135 Chattanooga, TN 37406
 PH (423) 499-6111 FAX (423) 499-6209

Topographic Map
 Environmental Evaluation
 Chattanooga Metropolitan Airport
 Solar Farm Installation
 Chattanooga, Hamilton County, Tennessee

FIG No.	1
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Note:
 Area Map image provided by
 Chattanooga Metropolitan Airport.

Project No.	E2107062
Scale	NTS
Rev. No.	NCP/Project/2010
Date	12/10/10
Project Mgr.	AMH
Drawn By	JIM
Checked By	AMH
Reviewed By	DEW

Terracon
 Consulting Engineers and Scientists
 51 East Wood Dr. Suite 105
 Chattanooga, TN 37405
 Tel: 423-699-1111
 Fax: 423-699-8322

Airport Layout Plan
 Environmental Evaluation
Chattanooga Metropolitan Airport
 Solar Farm Installation
 Chattanooga, Hamilton County, Tennessee



Photo 1: View of project area limits to the south. The project will remain outside of the stream and buffer area.



Photo 2: View of stream that intersects the project area. The project will remain outside of the stream and buffer area.



Photo 3: View of project area looking to the north.



December 10, 2010

E. Patrick McIntyre, Jr.
Tennessee Historical Commission
2941 Lebanon Road
Nashville, TN 37243-0442

**RE: Request for Information
Solar Farm Installation
Chattanooga Metropolitan Airport
Chattanooga, Hamilton County, Tennessee**

Dear Mr. McIntyre:

Terracon Consultants, Inc. (Terracon) is addressing certain environmental criteria associated with the Solar Farm Installation for the Chattanooga Metropolitan Airport located in Chattanooga, Tennessee. The location of the proposed site is shown on the attached Topographic Map (USGS *Chattanooga and Fort Oglethorpe, Tennessee* 7.5' quadrangle map) and is located at approximately latitude 35°01'34" N and longitude 85°12'27" W. The proposed project consists of a solar panel installation project that will be completed in three phases at the Chattanooga Metropolitan Airport. See attached the Airport Layout Plan, Figure 2, with the location of the Solar Farm Installation.

The proposed project consists of the installation, ownership, operation, and maintenance of a One to Three Mega Watt photovoltaic (PV) Solar energy system on Chattanooga Metropolitan Airport Authority property. The location consists of 12 acres of property that is unusable for aeronautical use. The project area is located outside of the RPZ, OFA, and RSA. The proposed project would include minor trenching and backfilling to facilitate the installation of underground conduits for the solar energy system. The maximum height of the array would be 20 feet. The proposed project would be a phased installation of between one and three megawatts of installed in a low slope orientation to maximize the solar exposure. The project area is currently void of any structures. I would appreciate your assistance in assessing whether there are any historic, architectural, archeological, or cultural resources located within the proposed project area. See the attached photographic log for pictures of the area.

Project Contacts:

Mr. Stephen Wilson
Community Planner
Federal Aviation Administration
Memphis Airports District Office
2862 Business Park Drive, Bldg. G
Memphis, TN 38118
Ph: (901) 322-8185
E-mail: Stephen.Wilson@faa.gov

Mr. Michael J. Landguth
1001 Airport Road, Suite 14
Chattanooga, Tennessee 37421
Ph: (423) 855-2202 Fax: (423) 855-2212
E-mail: mlandguth@chattairport.com

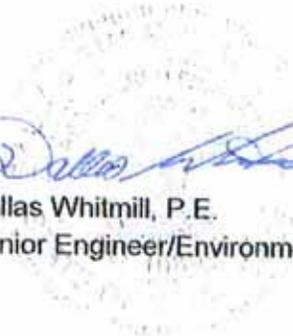
Terracon Consultants, Inc. PO Box 5010 51 Lost Mound Drive, Suite 135 Chattanooga, TN 37406
P [423] 499 6111 F [423] 499 8099 terracon.com



We respectfully request a written response that documents whether the proposed construction will affect any properties of archaeological or historical significance. If you have any questions, please do not hesitate to contact me at 423-499-6111 or by e-mail at amherrit@terracon.com.

Sincerely,
Terracon Consultants, Inc.

Amanda M. Herrit
Amanda M. Herrit, M.S.
Environmental Scientist

A circular professional engineer seal for the State of Texas, partially obscured by the signature and text.
Dallas Whitmill
Dallas Whitmill, P.E.
Senior Engineer/Environmental Manager

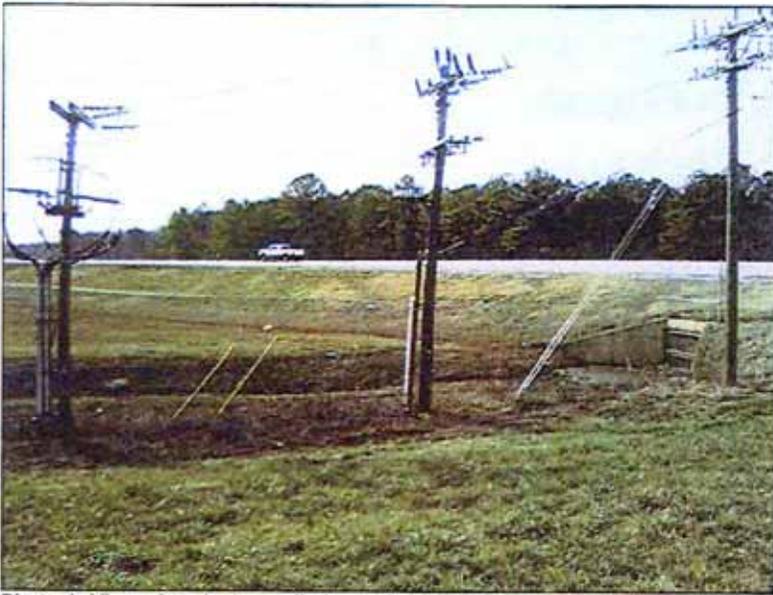


Photo 1: View of project area limits to the south. The project will remain outside of the stream and buffer area.



Photo 2: View of stream that intersects the project area. The project will remain outside of the stream and buffer area.



Photo 3: View of project area looking to the north.



December 14, 2010

Robert M. Todd
Tennessee Wildlife Resources Agency
Ellington Agricultural Center
P.O. Box 40747
Nashville, TN 37204-9979
(615) 781-6575
rtodd@mail.state.tn.us

**RE: Response to Email Dated 12/2/10
Solar Farm Installation
Chattanooga Metropolitan Airport
Chattanooga, Hamilton County, Tennessee**

Dear Mr. Todd:

As previously discussed, Terracon Consultants, Inc. (Terracon) is addressing certain environmental criteria associated with the Solar Farm Installation for the Chattanooga Metropolitan Airport located in Chattanooga, Tennessee. The location of the proposed site is shown on the attached Topographic Map (USGS *Chattanooga and Fort Oglethorpe, Tennessee* 7.5' quadrangle map attached as Figure 1) and is located at approximately latitude 35°01'34" N and longitude 85°12'27" W. The proposed project consists of a solar panel installation project that will be completed in three phases.

Based on the site evaluation conducted on December 3, 2010 and discussions with the client, it is not anticipated that the solar farm installation project would impact protected species nor their habitats. Please refer to Attachment #1 for a letter from TDEC for protected species documented within the vicinity of the proposed project. No protected species or their habitats were observed at the proposed installation area. See Attachment #2 for the Airport Layout Plan and the location of the solar farm installation area.

The proposed installation area would be located on the southwest portion of the CMA project parallel to the runway that runs north to south. This area was previously filled with 20-30 feet of dirt, was stabilized with grass, and has been mechanically maintained. As shown on Attachment #3, a pictorial depiction of the project, the installation area would be located outside the stream and buffers zones for two streams located within the area. One stream is located to the south of the installation area and another stream is located in the middle of the installation area. Erosion and sedimentation control measures would be employed so that any mobilized sediment would remain within the installation area and outside of both streams and their protective buffer zones.

The solar panels would be installed by covering the ground with a geotextile and installing a layer of gravel. Later, the supports for the panels would be installed through the gravel and geotextile creating only minimal disturbance. An Erosion Control Plan would be developed specifically for this project and all erosion and sedimentation control measures would be installed prior to any disturbance within the project area.

Terracon Consultants, Inc. PO Box 5010 51 Lost Mound Drive, Suite 135 Chattanooga, TN 37406
P [423] 499 6111 F [423] 499 8099 terracon.com

Geotechnical



Environmental



Construction Materials



Facilities



We respectfully request a written response that documents whether the proposed construction will affect federally listed endangered or threatened species or habitat. If you have any questions, please do not hesitate to contact me at 423-499-6111 or by e-mail at amherrit@terracon.com. We are still awaiting a response from correspondence sent to USFWS.

Sincerely,
Terracon Consultants, Inc.


Amanda M. Herit, M.S.
Environmental Scientist



Dallas Whitmill, P.E.
Senior Engineer/Environmental Manager



STATE OF TENNESSEE

DEPARTMENT OF ENVIRONMENT AND CONSERVATION

Division of Resource Management
Natural Heritage Program
7th Floor L&C Annex
401 Church Street
Nashville, Tennessee 37243
Phone 615/532-0431 Fax 615/532-0046

November 29, 2010

Amanda Herrit
Terracon
51 Lost Mound Drive, Suite 135
Chattanooga, Tennessee 37406

Subject: Chattanooga Metropolitan Airport Solar Farm Project
Rare Species Database Review, DNA 2010-023

Dear Ms. Herrit:

Thank you for requesting a rare species database review for the Chattanooga Metropolitan Airport Solar Farm located in Hamilton County.

We have reviewed the state's natural heritage database with regard to the project location, and we find that the following rare species have been reported in the immediate vicinity (one mile radius, see attached map):

Type	Scientific Name	Common Name	Global Rank	St. Rank	Fed. Prot.	St. Prot.	Habitat
Invertebrate Animal	Cambarus extraneus	Chickamauga Crayfish	G2	S1S2	--	T	Springs & small to medium sized streams under rocks or in vegetation; South Chickamauga Creek watershed, Hamilton County.
Vertebrate Animal	Percina tanasi	Snail Darter	G2G3	S2S3	LT	T	Sand and gravel shoals of moderately flowing, vegetated, large creeks; upper Tennessee River watershed.

cc: Bobby Brown, Region III Habitat Biologist
John Mayer, Region III Manager

The following rare species have been observed within four miles:

Type	Scientific Name	Common Name	Global Rank	St. Rank	Fed. Prot.	St. Prot.	Habitat
Invertebrate Animal	Cambarus extraneus	Chickamauga Crayfish	G2	S1S2	--	T	Springs & small to medium sized streams under rocks or in vegetation; South Chickamauga Creek watershed, Hamilton County.
Vascular Plant	Acer leucoderme	Chalk Maple	G5	S3	--	S	Circumneutral Rocky Woods
Vascular Plant	Clematis glaucophylla	White-leaved Leatherflower	G4?	S1	--	E	Wooded Stream Banks
Vascular Plant	Gratiola floridana	Florida Hedge-hyssop	G4	S1	--	E	Wooded Swamps
Vascular Plant	Lilium canadense	Canada Lily	G5	S3	--	T	Rich Woods And Seeps
Vascular Plant	Lonicera flava	Yellow Honeysuckle	G5?	S1	--	T	Rocky Woods And Thickets
Vascular Plant	Trillium lancifolium	Narrow-leaved Trillium	G3	S1	--	E	Alluvial Woods And Moist Ravines
Vascular Plant	Trillium rugelii	Southern Nodding Trillium	G3	S2	--	E	Rich Mountain Woods
Vertebrate Animal	Ixobrychus exilis	Least Bittern	G5	S2B	--	D	Marshes with scattered bushes or other woody growth; readily uses artificial wetland habitats.
Vertebrate Animal	Percina tanasi	Snail Darter	G2G3	S2S3	LT	T	Sand and gravel shoals of moderately flowing, vegetated, large creeks; upper Tennessee River watershed.

Should suitable habitat exist on or immediately downstream of the project site, we ask that project planners provide protective consideration for the above listed species. If rare plants are present, we ask that you contact our office to discuss voluntary measures to either avoid habitat or mitigate alterations. To ensure that legal requirements for protection of state listed animals are addressed, we ask that you coordinate this project with the Tennessee Wildlife Resources Agency (Rob Todd, rob.todd@tn.gov, 615-781-6577). We also ask that you obtain guidance regarding the federally threatened snail darter from the US Fish and Wildlife Service, Cookeville Field Office (931-528-6481).

For stabilization of disturbed areas, the Division of Resource Management advocates the use of native trees, shrubs, and warm season grasses, where practicable. Care should be taken to prevent re-vegetation of disturbed areas with plants listed by the Tennessee Exotic Pest Plant Council as harmful exotic plants.

Please keep in mind that not all areas of Tennessee have been surveyed and that a lack of records for any particular area is not a statement that rare species are absent from that area. For information regarding the protection status and ranks, please visit our website at <http://state.tn.us/environment/na>.

Thank you for considering Tennessee's rare species throughout the planning of this project. Should you have any questions, please do not hesitate to contact me at (615) 532-0440 or silas.mathes@tn.gov.

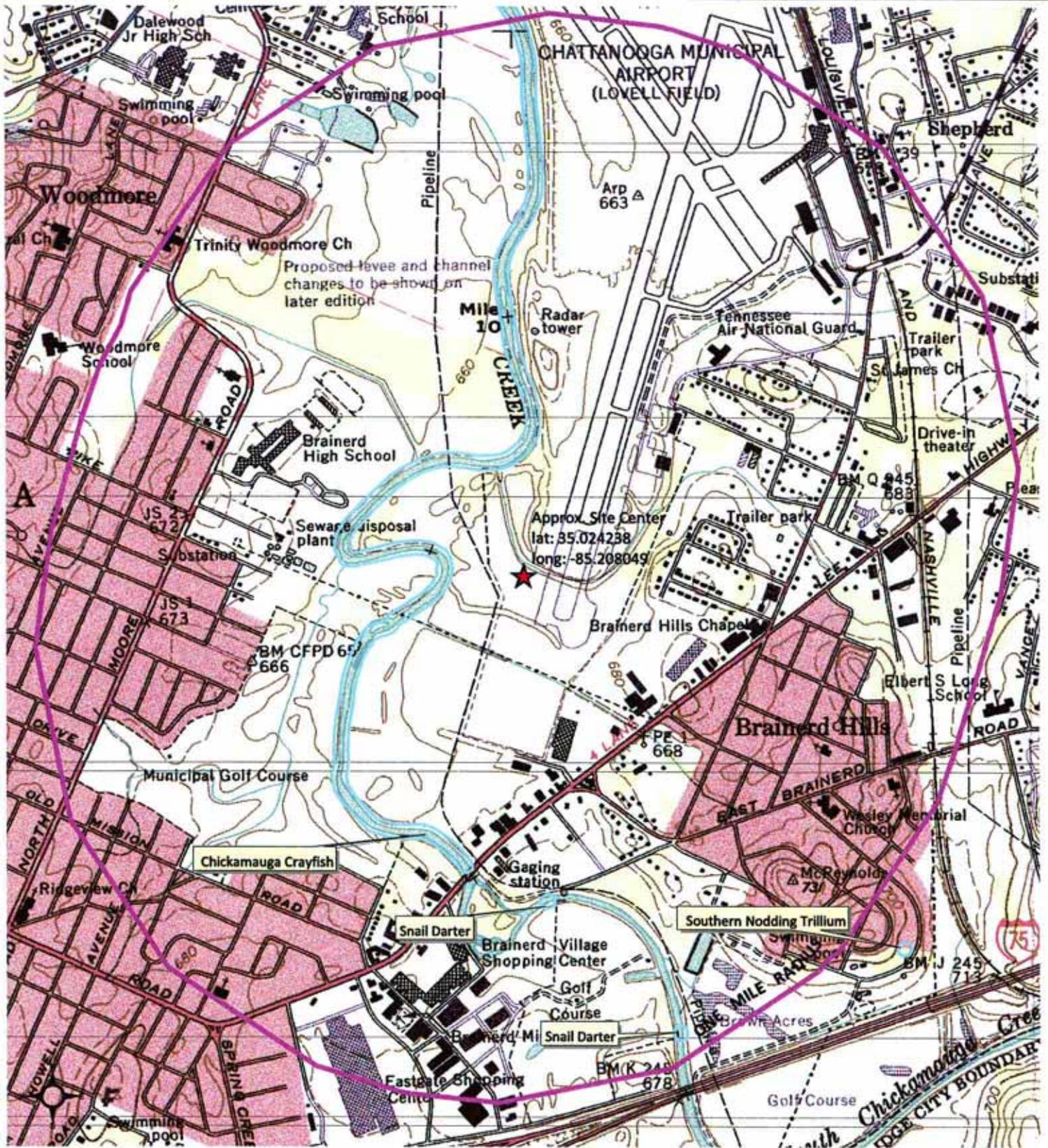
Sincerely,

A handwritten signature in cursive script that reads "Silas Mathes".

Silas Mathes
Heritage Data Manager

Enclosure

Chattanooga Metropolitan Airport Solar Farm Installation, Hamilton County



0 0.2 0.4 Miles

This map should not be used to determine where rare species are absent. Many areas of Tennessee have not been surveyed for rare species. Turquoise polygons represent the most probable location of a rare plant or animal population. In general, the larger polygons represent observations with high locational uncertainty.

TENNESSEE NATURAL HERITAGE PROGRAM

7th Floor L&C Annex
401 Church Street
Nashville, TN 37243
Phone: 615.532.0440

www.state.tn.us/environment/na





DEPARTMENT OF THE ARMY
NASHVILLE DISTRICT, CORPS OF ENGINEERS
3701 Bell Road
NASHVILLE, TENNESSEE 37214-2660

REPLY TO
ATTENTION OF:

January 5, 2011

Regulatory Branch

SUBJECT: Reference No. 10-112, Solar Farm Installation, Chattanooga Metropolitan Airport, Hamilton County, TN.

Amanda M. Herrit
Terracon Consultants, Inc.
P.O. Box 5010 51
Lost Mound Drive, Suite 135
Chattanooga, TN 37406

Dear Ms. Herrit:

This is in regard to your December 10, 2010, letter concerning the subject project.

A review of the information provided indicates an activity that would not likely impact waters of the United States, provided the project remains outside of the stream and buffer areas, as described in your letter. We have no objections provided that you apply for any required permits if you determine that streams or wetlands would be impacted by the project.

We appreciate your awareness of our regulatory program. If you have any question regarding this matter, please contact me at the above address, telephone (615) 369-7500.

Sincerely,

Lisa R. Morris
for Bradley N. Bishop
Chief, Western Regulatory Section
Operations Division

Terracon

November 22, 2010

Ms. Mary Jennings
Field Supervisor
United States Fish and Wildlife Service
446 Neal Street
Cookeville, Tennessee 38501

No significant impacts to wetlands are anticipated from this proposal. No federally listed endangered or threatened species, or habitat suitable for such species, are known to exist in the project area.

RE: Request for Information
Solar Farm Installation
Chattanooga Metropolitan Airport
Chattanooga, Hamilton County, Tennessee

Mary Jennings 1-6-11
Field Supervisor Date
U.S. Fish and Wildlife Service
Cookeville, TN 38501

Dear Ms. Jennings:

Terracon Consultants, Inc. (Terracon) is addressing certain environmental criteria associated with the Solar Farm Installation for the Chattanooga Metropolitan Airport located in Chattanooga, Tennessee. The location of the proposed site is shown on the attached Topographic Map (USGS *Chattanooga and Fort Oglethorpe, Tennessee 7.5'* quadrangle map) and is located at approximately latitude 35°01'34" N and longitude 85°12'27" W. The proposed project consists of a solar panel installation project that will be completed in three separate phases at the Chattanooga Metropolitan Airport. We would appreciate your assistance in addressing the following item:

FEDERAL and STATE-LISTED ENDANGERED AND THREATENED SPECIES

Would the proposed project impact any federally- or state-listed or proposed endangered or threatened species of flora and fauna, or impact critical habitat?

We respectfully request a written response that documents whether the proposed construction will affect federally listed endangered or threatened species or habitat. If you have any questions, please do not hesitate to contact me at 423-499-6111 or by e-mail at amherrit@terracon.com.

Sincerely,
Terracon Consultants, Inc.

Amanda M. Herrit
Amanda M. Herrit, M.S.
Environmental Scientist



Terracon Consultants, Inc. PO Box 5010 51 Lost Mound Drive, Suite 135 Chattanooga, TN 37406
P [423] 499 6111 F [423] 499 8099 terracon.com



January 4, 2011

TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550

Ms. Amanda M. Herrit
Terracon
51 Lost Mound Dr., 135
Chattanooga, Tennessee, 37406

RE: FAA, SOLAR FARM/METROPOLITAN AIRPORT, CHATTANOOGA, HAMILTON COUNTY

Dear Ms. Herrit:

In response to your request, received on Friday, December 17, 2010, we have reviewed the documents you submitted regarding your proposed undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicant for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. You may wish to familiarize yourself with these procedures (Federal Register, December 12, 2000, pages 77698-77739) if you are unsure about the Section 106 process.

After considering the documents you submitted, we determine that THERE ARE NO NATIONAL REGISTER OF HISTORIC PLACES LISTED OR ELIGIBLE PROPERTIES AFFECTED BY THIS UNDERTAKING. We have made this determination either because: the undertaking will not alter any characteristics of an identified eligible or listed Historic Property that qualify the property for listing in the National Register, the undertaking will not alter an eligible Historic Property's location, setting or use, the specific location, scope and/or nature of the undertaking precluded affect to Historic Properties, the size and nature of the undertaking's area of potential effects precluded affect to Historic Properties, or, no National Register listed or eligible Historic Properties exist within the undertaking's area of potential effects. Therefore, we have no objections to your proceeding with your undertaking.

If your agency proposes any modifications in current project plans or discovers any archaeological remains during the ground disturbance or construction phase, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act. If you are applying for federal funds, license or permit, you should submit this letter as evidence of consultation under Section 106 to the appropriate federal agency, which, in turn, should contact us as required by 36 CFR 800. If you represent a federal agency, you should submit a formal determination of eligibility and effect to us for comment. You may find additional information concerning the Section 106 process and the Tennessee SHPO's documentation requirements at <http://www.tennessee.gov/environment/hist/federal/sect106.shtm>. You may direct questions or comments to Joe Garrison (615) 532-1550-103. This office appreciates your cooperation.

Sincerely,

E. Patrick McIntyre, Jr.
Executive Director and
State Historic Preservation Officer

EPM/jyg



TENNESSEE WILDLIFE RESOURCES AGENCY

ELLINGTON AGRICULTURAL CENTER
P. O. BOX 40747
NASHVILLE, TENNESSEE 37204

December 17, 2010

Amanda M. Herrit
Terracon Consultants, Inc.
P.O. Box 5010 51
Lost Mound Drive, Suite 135
Chattanooga, TN 37406

Re: Solar Farm Installation
Chattanooga Metropolitan Airport
Chattanooga, Hamilton County, Tennessee

Dear Ms. Herrit:

We have received and reviewed the information that you sent to us regarding the proposal to install a solar farm at the Chattanooga Metropolitan Airport and provide the following comments. The state and federally threatened snail darter (*Percina tanasi*) and the state threatened Chickamauga crayfish (*Cambarus extraneus*) inhabit South Chickamauga Creek in close proximity to the airport and the proposed solar installation project site.

It is our understanding that the area where the solar panels are to be installed was previously filled with 20 to 30 feet of dirt and stabilized with grass and that no streams or their buffers would be encapsulated or relocated to complete the project. It is also our understanding that no additional ground disturbance will be required to complete the project other than the installation of geotextile matting that will be overlain with gravel through which the solar panel supports will be installed. We also understand from your letter that best management practices to address erosion and sediment would be employed during construction.

Based upon these understandings, the Tennessee Wildlife Resources Agency has no object or concern regarding the proposed installation of a solar farm at the Chattanooga Metropolitan Airport. We have no concerns regarding potential impacts to listed species under our authority or their habitats.

Thank you for the opportunity to comment on this project.

Sincerely,

Robert M. Todd
Fish and Wildlife Environmentalist

The State of Tennessee

IS AN EQUAL OPPORTUNITY, EQUAL ACCESS, AFFIRMATIVE ACTION EMPLOYER

cc: Bobby Brown, Region III Habitat Biologist
John Mayer, Region III Manager

Appendix B





Federal Emergency Management Agency
Washington, D.C. 20472

FEB 21 2003

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

The Honorable Bob Corker
Mayor of the City of Chattanooga
Office of the Mayor
City Hall Suite 100
100 East 11th Street
Chattanooga, Tennessee 37402

Follows Conditional Case No.: 01-04-027R

IN REPLY REFER TO:

Case Number: 03-04-119P
Community Name: City of Chattanooga,
Hamilton County, Tennessee
Community Number: 470072
Effective Date of
this Revision: FEB 21 2003

Dear Mayor Corker:

The Flood Insurance Study (FIS) report and Flood Insurance Rate Map (FIRM) for your community have been revised by this Letter of Map Revision (LOMR). Please use the enclosed annotated map panel(s) revised by this LOMR for floodplain management purposes and for all flood insurance policies and renewals issued in your community.

Additional documents are enclosed which provide information regarding this LOMR. Please see the List of Enclosures below to determine which documents are included. Other attachments specific to this request may be included as referenced in the Determination Document. If you have any questions regarding floodplain management regulations for your community or the National Flood Insurance Program (NFIP) in general, please contact the Consultation Coordination Officer (CCO) for your community. If you have any technical questions regarding this LOMR, please contact the Director, Federal Insurance and Mitigation Division of the Federal Emergency Management Agency (FEMA) in Atlanta, Georgia, at (770) 220-5400, or the FEMA Map Assistance Center toll free at 1-877-336-2627 (1-877-FEMA MAP). Additional information about the NFIP is available on our web site at <http://www.fema.gov/nfip>.

Sincerely,

Emily Hirsch, C.F.M.
Project Engineer
Hazard Study Branch
Federal Insurance and
Mitigation Administration

For: Michael M. Grimm, Acting Chief
Hazard Study Branch
Federal Insurance and
Mitigation Administration

List of Enclosures:

Letter of Map Revision Determination Document
Annotated Flood Insurance Study Report
Annotated Flood Insurance Rate Map
List of Current Flood Insurance Study Data

cc: Mr. Phillip Lynn, Engineer for the City of Chattanooga
Mr. Don B. Young, Building Official for the City of Chattanooga
██████████ P.E., Vice President of Qore Property Sciences
State NFIP Coordinator

Follows Conditional Case No.: 01-04-027R



Federal Emergency Management Agency
Washington, D.C. 20472

**LETTER OF MAP REVISION
DETERMINATION DOCUMENT**

COMMUNITY AND REVISION INFORMATION		PROJECT DESCRIPTION	BASIS OF REQUEST
COMMUNITY	CITY OF CHATTANOOGA, HAMILTON COUNTY, TENNESSEE	LEVEE	HYDRAULIC ANALYSIS NEW TOPOGRAPHIC DATA
	COMMUNITY NO.: 470072		

IDENTIFIER	SOUTH CHICKAMAUGA CREEK-CHATTANOOGA METROPOLITAN AIRPORT LEVEE IMPROVEMENT	APPROXIMATE LATITUDE & LONGITUDE: 35.039, -85.201 SOURCE: USGS QUADRANGLE DATUM: NAD 27
------------	----------------------------------------------------------------------------	--------------------------------------------------------------------------------------------

FLOODING SOURCE(S) & REVISED REACH(ES)	SOUTH CHICKAMAUGA CREEK-Levee improvement in the vicinity of Chattanooga Metropolitan Airport.
----------------------------------------	------------------------------------------------------------------------------------------------

SUMMARY OF REVISIONS						
Effective Flooding:	Zone AE	X (shaded)	X (unshaded)	Zone AE	Floodway	X (shaded)
Revised Flooding:	X (shaded)	X (shaded)	X (unshaded)	Zone AE	Floodway	Zone AE
Increases:	NONE	YES	YES	YES	YES	YES
Decreases:	YES	YES	YES	YES	NONE	NONE

* BFEs - Base Flood Elevations

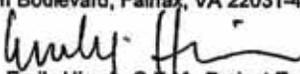
ANNOTATED MAPPING ENCLOSURES			ANNOTATED FLOOD INSURANCE STUDY (FIS) ENCLOSURES	
TYPE: FIRM*	NO: 47065C0362 F	Date: November 7, 2002	DATE OF EFFECTIVE FIS REPORT: November 7, 2002	FLOODWAY DATA TABLE
TYPE: FIRM*	NO: 47065C0364 F	Date: November 7, 2002		

* FIRM - Flood Insurance Rate Map; ** FBFM - Flood Boundary and Floodway Map; *** FHBM - Flood Hazard Boundary Map

DETERMINATION

This document provides the determination from Federal Emergency Management Agency (FEMA) regarding a request for a Letter of Map Revision (LOMR) for the area described above. Using the information submitted, we have determined that a revision to the flood hazards depicted in the Flood Insurance Study and/or National Flood Insurance Program (NFIP) map is warranted. This document revises the effective NFIP map, as indicated in the attached documentation. Please use the enclosed annotated map panels revised by this LOMR for floodplain management purposes and for all flood insurance policies and renewals in your community.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Assistance Center toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the FEMA Receipts Coordinator, 8401 Arlington Boulevard, Fairfax, VA 22031-4666. Additional information about the NFIP is available on our web site at <http://www.fema.gov/nfip>.


 Emily Hirsch, C.F.M., Project Engineer
 Hazard Study Branch
 Federal Insurance and
 Mitigation Administration



Federal Emergency Management Agency

Washington, D.C. 20472

LETTER OF MAP REVISION DETERMINATION DOCUMENT (CONTINUED)

COMMUNITY INFORMATION

APPLICABLE NFIP REGULATIONS/COMMUNITY OBLIGATION

We have made this determination pursuant to Section 206 of the Flood Disaster Protection Act of 1973 (P.L. 93-234) and in accordance with the National Flood Insurance Act of 1968, as amended (Title XIII of the Housing and Urban Development Act of 1968, P.L. 90-448), 42 U.S.C. 4001-4128, and 44 CFR Part 65. Pursuant to Section 1361 of the National Flood Insurance Act of 1968, as amended, communities participating in the NFIP are required to adopt and enforce floodplain management regulations that meet or exceed NFIP criteria. These criteria, including adoption of the FIS and FIRM, and the modifications made by this LOMR, are the minimum requirements for continued NFIP participation and do not supersede more stringent State/Commonwealth or local requirements to which the regulations apply.

We provide the floodway designation to your community as a tool to regulate floodplain development. Therefore, the floodway revision we have described in this letter, while acceptable to us, must also be acceptable to your community and adopted by appropriate community action, as specified in Paragraph 60.3(d) of the NFIP regulations.

COMMUNITY REMINDERS

We based this determination on the 1% annual chance flood discharges computed in the FIS for your community without considering subsequent changes in watershed characteristics that could increase flood discharges. Future development of projects upstream could cause increased flood discharges, which could cause increased flood hazards. A comprehensive restudy of your community's flood hazards would consider the cumulative effects of development on flood discharges subsequent to the publication of the FIS for your community and could, therefore, establish greater flood hazards in this area.

Your community must regulate all proposed floodplain development and ensure that permits required by Federal and/or State/Commonwealth law have been obtained. State/Commonwealth or community officials, based on knowledge of local conditions and in the interest of safety, may set higher standards for construction or may limit development in floodplain areas. If your State/Commonwealth or community has adopted more restrictive or comprehensive floodplain management criteria, those criteria take precedence over the minimum NFIP requirements.

We will not print and distribute this LOMR to primary users, such as local insurance agents or mortgage lenders; instead, the community will serve as a repository for the new data. We encourage you to disseminate the information in this LOMR by preparing a news release for publication in your community's newspaper that describes the revision and explains how your community will provide the data and help interpret the NFIP maps. In that way, interested persons, such as property owners, insurance agents, and mortgage lenders, can benefit from the information.

We have enclosed a document titled "List of Current Flood Insurance Study Data," which includes this letter, to help your community maintain all information for floodplain management and flood insurance. If any of the items in that document are not filed in your community's map repository, please contact the FEMA Map Assistance Center at the number listed below for information on how to obtain those items.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Assistance Center toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the FEMA Receipts Coordinator, 8401 Arlington Boulevard, Fairfax, VA 22031-4666. Additional information about the NFIP is available on our web site at <http://www.fema.gov/nfip>.

Emily Hirsch, C.F.M., Project Engineer
Hazard Study Branch
Federal Insurance and
Mitigation Administration



Federal Emergency Management Agency

Washington, D.C. 20472

LETTER OF MAP REVISION DETERMINATION DOCUMENT (CONTINUED)

COMMUNITY INFORMATION (CONTINUED)

We have designated a Consultation Coordination Officer (CCO) to assist your community. The CCO will be the primary liaison between your community and FEMA. For information regarding your CCO, please contact:

Mr. A. Todd Davison
Director, Federal Insurance and Mitigation Division
Federal Emergency Management Agency, Region IV
Koger Center - Rutgers Building
3003 Chamblee Tucker Road
Atlanta, Georgia 30341
(770) 220-5400

STATUS OF THE COMMUNITY NFIP MAPS

We will not physically revise and republish the FIRM and FIS report for your community to reflect the modifications made by this LOMR at this time. When changes to the previously cited FIRM panel(s) and FIS report warrant physical revision and republication in the future, we will incorporate the modifications made by this LOMR at that time.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Assistance Center toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the FEMA Receipts Coordinator, 8401 Arlington Boulevard, Fairfax, VA 22031-4666. Additional Information about the NFIP is available on our web site at <http://www.fema.gov/nfip>.

A handwritten signature in cursive script that reads "Emily Hirsch".

Emily Hirsch, C.F.M., Project Engineer
Hazard Study Branch
Federal Insurance and
Mitigation Administration



Federal Emergency Management Agency
Washington, D.C. 20472

LETTER OF MAP REVISION
DETERMINATION DOCUMENT (CONTINUED)

PUBLIC NOTIFICATION OF REVISION

This revision is effective as of the date of this letter. Any requests to review or alter this determination should be made within 30 days and must be based on scientific or technical data.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Assistance Center toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the FEMA Receipts Coordinator, 8401 Arlington Boulevard, Fairfax, VA 22031-4666. Additional Information about the NFIP is available on our web site at <http://www.fema.gov/nfip>.

A handwritten signature in cursive script, reading "Emily Hirsch", is positioned above the typed name.

Emily Hirsch, C.F.M., Project Engineer
Hazard Study Branch
Federal Insurance and
Mitigation Administration

FLOODING SOURCE		FLOODWAY			BASE FLOOD WATER-SURFACE ELEVATION (FEET NGVD)			
CROSS SECTION	DISTANCE ¹	WIDTH (FEET)	SECTION AREA (SQUARE FEET)	MEAN VELOCITY (FEET PER SECOND)	REGULATORY	WITHOUT FLOODWAY	WITH FLOODWAY	INCREASE
South Chickamauga Creek (continued)								
M	35,290	970	18,545	1.8	668.6 ²	668.4	669.3	0.9
N	42,762	675	11,967	2.8	669.6 ²	669.3	670.2	0.9
O	43,102	980	14,102	2.4	669.6 ²	669.4	670.4	1.0
P	48,572	700*	8,143	4.0	670.3 ²	670.2	671.1	0.9
Q	49,582	920*	14,037	2.3	670.8 ²	670.7	671.5	0.8
R	50,522	1,130*	18,115	1.8	671.0 ²	670.9	671.7	0.8
S	50,787	1,200*	21,173	1.5	671.0 ²	670.9	671.7	0.8
T	51,242	1,360*	21,876	1.5	671.1 ²	670.9	671.7	0.8
U	52,207	1,400*	19,605	1.7	671.1 ²	671.0	671.8	0.8
V	53,107	1,585	20,443	1.6	671.1 ²	671.1	671.9	0.8
W	53,647	1,640	22,942	1.4	671.2 ²	671.1	671.9	0.8
X	54,492	1,751	23,559	1.4	671.3 ²	671.2	672.0	0.8
Y	55,522	857	14,429	2.3	671.5 ²	671.3	672.1	0.8
Z	56,047	855	15,033	2.2	671.5 ²	671.3	672.1	0.8
AA	57,042	890	13,956	2.3	671.6 ²	671.4	672.3	0.9
AB	58,442	875	12,701	2.6	671.6 ²	671.5	672.4	0.9
AC	59,397	330	6,124	5.3	671.9 ²	671.8	672.7	0.9
AD	59,856	337	5,908	5.5	672.7 ²	672.6	673.4	0.8
AE	60,116	310	6,258	5.2	673.1 ²	673.0	673.8	0.8
AF	62,430	270	5,399	6.0	673.8 ²	673.7	674.4	0.7
AG	63,666	260	4,916	6.6	674.5 ²	674.4	675.2	0.8
AH	64,238	260	4,553	6.4	676.1 ²	676.0	676.3	0.3
AI	69,765	320	6,477	4.5	678.0	678.0	678.7	0.7
AJ	71,330	680	10,091	2.9	678.8	678.8	679.4	0.6
AK	76,654	540	9,233	3.1	682.9	682.9	683.8	0.9
AL	81,519	440	7,604	3.8	686.8	686.8	687.5	0.7
AM	85,669	700	10,121	2.8	689.0	689.0	689.8	0.8

¹Feet above confluence with the Tennessee River

²Elevation computed without using combined probability analysis with the Tennessee River

*These widths consider adjustments made to ensure compliance with FEMA policy regarding the mapping of floodways on levees

REVISED TO REFLECT
LOMR EFFECTIVE: FEB 21 2003

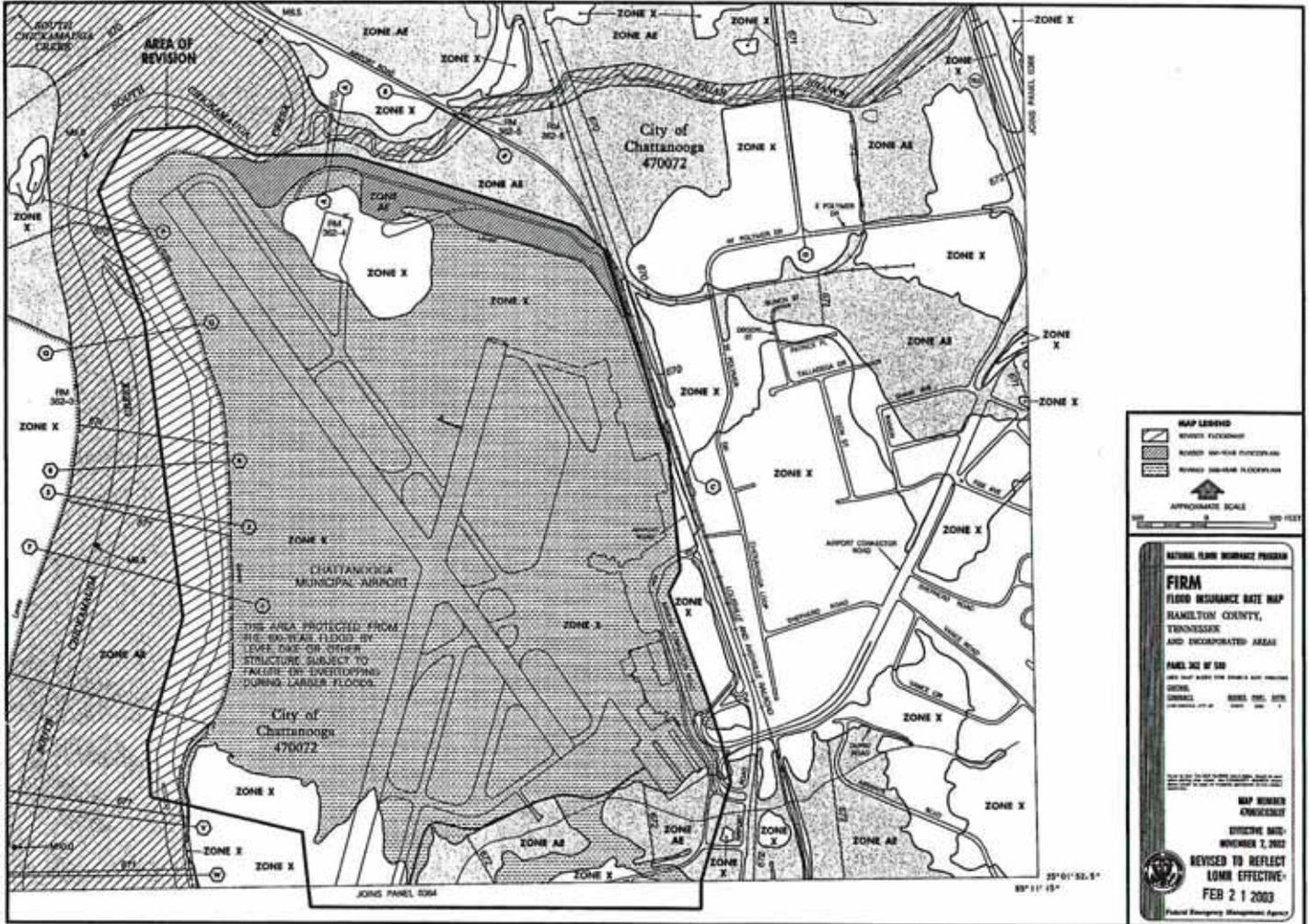
TABLE 5

FEDERAL EMERGENCY MANAGEMENT AGENCY

HAMILTON COUNTY, TN
AND INCORPORATED AREAS

FLOODWAY DATA

SOUTH CHICKAMAUGA CREEK



LIST OF CURRENT FLOOD INSURANCE STUDY DATA

This list is provided to document all information currently effective for your community for insurance and floodplain management.

Date: FEB 21 2003

Community: City of Chattanooga, Hamilton County, Tennessee

Community Number: 470072

CURRENT EFFECTIVE FIS-REPORT DATE: November 7, 2002

FLOOD INSURANCE RATE MAP

Map Index

47065CIND0A

Effective Date

November 7, 2002

Map Numbers

47065C0214 F, 47065C0217 F, 47065C0218 F,
47065C0219 F, 47065C0228 F, 47065C0236 F,
47065C0237 F, 47065C0238 F, 47065C0239 F,
47065C0243 F, 47065C0319 F, 47065C0326 F,
47065C0327 F, 47065C0328 F, 47065C0329 F,
47065C0331 F, 47065C0332 F, 47065C0333 F,
47065C0334 F, 47065C0336 F, 47065C0337 F,
47065C0338 F, 47065C0339 F, 47065C0341 F,
47065C0342 F, 47065C0343 F, 47065C0344 F,
47065C0351 F, 47065C0352 F, 47065C0353 F,
47065C0354 F, 47065C0356 F, 47065C0357 F,
47065C0358 F, 47065C0359 F, 47065C0361 F,
47065C0362 F, 47065C0363 F, 47065C0364 F,
47065C0366 F, 47065C0367 F, 47065C0368 F,
47065C0369 F, 47065C0378 F, 47065C0379 F,
47065C0380 F, 47065C0386 F, 47065C0387 F,
47065C0388 F, 47065C0432 F, 47065C0451 F,
47065C0452 F, 47065C0456 F, 47065C0477 F,
and 47065C0481 F

Effective Date

November 7, 2002

LETTERS OF MAP REVISION

Map Numbers
47065C0362 F
47065C0364 F

Effective Date
FEB 21 2003
FEB 21 2003

LETTERS OF MAP AMENDMENT AND MAP REVISION BASED ON FILL

Map Numbers
47065C0327 F
47065C0366 F
47065C0481 F
47065C0366 F

Effective Date
December 4, 2002
November 27, 2002 (2)¹
October 18, 2002
December 18, 2002

BEST AVAILABLE DATA LETTERS

None

REVALIDATION LETTER

Case Number
02-04-9508V

Effective Date
November 8, 2002

¹ The number in parentheses indicates the number of Letters of Map Correction on this date for this panel.