



NATIONAL GUARD BUREAU

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EXHIBIT 2

NGB/CF

1 0 SEP 2009

The Honorable John E. Baldacci
Office of the Governor
1 State House Station
Augusta, Maine 04333

Dear Governor Baldacci

Thank you for your letter regarding the draft Environmental Impact Statement (EIS) for the modification of the Condor Military Operations Area (MOA).

The National Guard Bureau, in conjunction with Major General Libby's office, has ensured all of your summary points are addressed in the current draft EIS for the modification of the Condor MOA, according to the guidance and laws of the National Environmental Policy Act (NEPA) of 1970. We appreciate you bringing to our attention "The Fermata Report, the Brookings Institution Study and other Maine Office of Tourism Evaluations" that require our further investigation, the findings of which will be incorporated into the Final EIS.

Below are briefing points from Brigadier General Rice, Chief of the National Airspace and Range Council, which have been distributed through all public scoping meetings for your reference:

a. Fighter pilots will receive required overland intercept training in the airspace by seamlessly flying intercepts from high altitude (above 5000') to low altitude (below 1000') and back to high altitude as tactical situations demand, in real time. This type of training is not currently possible because the low altitude Military Training Route (MTR) is not connected to the Condor MOA. In order to transition from the MTR to the MOA and then return to the MTR, pilots must receive clearance from Boston Center for each transition impacting civilian operations tempo and coordination.

b. The low level routes currently cover 53% of the area under the Condor MOA. With the proposed modification of the Condor MOA to meet current requirements, low altitude noise in Maine will actually be reduced by spreading out operations over a wider geographical area. Instead of flying for 30 minutes continuously below 1000' on low level routes under the Condor MOAs, fighter aircraft would only have to fly below 1000' for about 10 minutes on a high-low-high intercept.

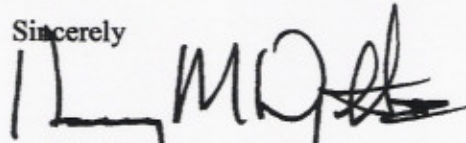
c. Safety would be improved since fighter aircraft will be below 5000' for less time, reducing conflicts with civilian aircraft in the airspace. Also, an intercept training maneuver begins at a medium to high altitude, allowing pilots great use of their radar to locate and avoid other aircraft in the area.

d. Currently, F-15s typical fly low level routes in winter months during the day. Under the proposed airspace modification this will continue.

e. Bottom line: Condor Airspace Modification means better training, greater safety & less impact to the environment.

We have thoughtfully considered your request to extend the public hearing. Based on our evaluation, we will delay the public hearing for approximately 60 days with a new 45 day comment review period. This additional time will provide interested parties the opportunity to more carefully examine the draft EIS. We appreciate the opportunity to provide you and your constituents the opportunity to participate in the NEPA process.

Sincerely



HARRY M. WYATT III
Lieutenant General, USAF
Director, Air National Guard