



Federal Aviation
Administration

Charting Notice

Reconfiguration of Instrument Flight Rules (IFR) Enroute Low Altitude Charts

Effective with the October 25, 2007 airspace cycle, the Federal Aviation Administration will reconfigure the IFR Enroute Low Altitude Chart series for the Conterminous U.S. The reconfiguration of chart coverage (see reverse side for a graphic depiction) includes an increase in the number of charts in the series from 28 to 36. This will result in a larger scale for each chart. The change is necessary to provide space for the addition of RNAV Routes and supporting RNAV data. The benefit to the user will be improved readability, a less cluttered depiction of aeronautical information, and a more logical alignment of charts.

For additional chart reconfiguration information, including a copy of the new chart index and a chart coverage conversion table (old vs. new), please visit National Aeronautical Charting Group (NACG) website at: www.naco.faa.gov or contact the Distribution Division toll free at 1-800-638-8972 or outside the U.S. at 301-436-8301, and we will fax you a copy of the information.

IFR Enroute Low Altitude Chart subscribers: The NACG will provide the additional charts necessary for your current subscription coverage free of charge until your subscription expires. Upon expiration, you must update your chart coverage to reflect the new configuration when you submit your renewal for your subscription.

Full sets of the IFR Enroute Low Altitude Charts (ELUSSET) will include all 36 charts. The East Set (ELUSE) will include ELUS15, ELUS17, ELUS21, ELUS23, ELUS25, ELUS27, ELUS29, ELUS31, ELUS33, and ELUS35. The West Set (ELUSW) will include ELUS1, ELUS3, ELUS5, ELUS7, ELUS9, ELUS11, ELUS13, ELUS15, ELUS17 and ELUS19.

Aeronautical Chart Agents and FAA Standing Order Customers: If you are currently receiving the Full Set, East Set or West Set, NACG will add the new charts to your existing sets. If you have a Standing Order with NACG for individual U.S. Enroute Low Altitude charts, you must update your Standing Order between August 6, 2007 – September 26, 2007, using either the NACG e-commerce website at www.naco.faa.gov or by contacting your customer service representative, to begin receiving new chart coverage for the October 25, 2007 airspace cycle.

Department of Defense (DoD) Automatic Distribution: Customers having a current full subscription will automatically receive the newly reconfigured charts. Customers currently receiving a partial subscription need to review and if necessary update their account information between June 1, 2007 and August 30, 2007, to insure receipt of the appropriate reconfigured and/or new charts for the October 25, 2007 effective date. Army accounts shall contact MSgt Ed Hymes at 703-806-4870, DSN 656 or ed.hymes@belvoir.army.mil. Air Force, Navy and other accounts shall contact the Defense Logistics Agency (DLA) at 800-826-0342, DSN 695-6500 or www.dscr.dla.mil/rmf/.

**IFR ENROUTE LOW ALTITUDE
CHART COVERAGE CONVERSION
OLD FORMAT to NEW FORMAT**

<u>OLD CHART PAIR</u>	<u>NEW CHART PAIR</u>	<u>OLD CHART PAIR</u>	<u>NEW CHART PAIR</u>
L-1/L-2 #	L-1/L-2 L-3/L-4 L-9/L-10 L-11/L-12 L-13/L-14 * L-7/L-8	L-17/L-18	L-17/L-18 L-19/L-20 L-21/L-22 L-23/L-24
L-3/L-4 #	L-3/L-4 L-5/L-6 L-7/L-8 L-15/L-16 L-19/L-20	L-19/L-20 #	L-17/L-18 L-21/L-22 L-23/L-24 L-25/L-26 L-35/L-36
L-5/L-6	L-3/L-4 L-7/L-8 L-9/L-10 L-15/L-16 L-17/L-18 L-27/L-28 * L-11/L-12	L-21/L-22 #	L-9/L-10 L-15/L-16 L-25/L-26 L-27/L-28 L-29/L-30 L-35/L-36 * L-33/L-34
L-7/L-8	L-9/L-10 L-11/L-12	L-23/L-24 #	L-27/L-28 L-29/L-30 L-33/L-34 L-35/L-36
L-9/L-10 &	L-11/L-12 L-13/L-14 L-27/L-28 L-31/L-32	L-25/L-26 # &	L-29/L-30 L-31/L-32 L-33/L-34
L-11/L-12 &	L-9/L-10 L-11/L-12 L-13/L-14 L-27/L-28 L-29/L-30 L-31/L-32	L-27/L-28 #	L-23/L-24 L-31/L-32 L-33/L-34 L-35/L-36 * L-25/L-26 * L-29/L-30
L-13/L-14	L-5/L-6 L-15/L-16 L-17/L-18 L-25/L-26		
L-15/L-16	L-5/L-6 L-17/L-18 L-19/L-20 L-21/L-22		

* These charts overlap the old charts, but this overlap is better covered by other new chart pairs in the list.

Some oceanic areas no longer covered.

& Some Canadian areas no longer covered.

IFR ENROUTE LOW ALTITUDE CHART CORNERS

NEW FORMAT

October 25, 2007

Top Standard Parallel 45 00 00 N

Bottom Standard Parallel 33 00 00 N

Central Meridian 95 00 00 W

Origin 39 00 00 N 95 00 00 W

L-1 1:8
 42 48 25.7N 121 21 37.5W
 49 19 10.0N 121 13 06.1W
 49 18 27.6N 124 59 08.9W
 42 47 46.9N 124 45 31.4W
 !
 L-2 1:8
 37 16 09.9N 120 39 55.7W
 43 07 53.6N 121 31 51.1W
 42 47 32.9N 124 54 20.9W
 36 57 24.0N 123 46 25.8W
 !
 L-3 1:8
 38 38 40.7N 123 34 58.1W
 32 43 55.4N 120 04 52.3W
 33 44 29.3N 117 21 38.5W
 39 44 36.8N 120 41 00.9W
 !
 L-4 1:7
 32 47 51.6N 120 53 41.1W
 32 14 35.5N 114 51 47.9W
 34 24 27.8N 114 29 28.9W
 34 58 48.2N 120 41 44.2W
 !
 L-5 1:10
 31 27 07.7N 115 26 11.4W
 31 07 37.6N 107 52 53.5W
 34 14 00.8N 107 32 25.8W
 34 34 44.3N 115 24 12.8W
 !
 L-6-north 1:10
 31 17 19.0N 107 43 54.8W
 31 52 34.6N 101 09 03.0W
 34 59 35.9N 101 24 29.3W
 34 22 41.8N 108 15 31.9W
 !
 L-6-south 1:10
 28 19 23.6N 106 19 11.7W
 28 39 10.1N 102 47 04.0W
 31 44 44.8N 103 05 47.0W
 31 24 01.7N 106 46 15.3W
 !
 L-7 1:7
 35 40 05.1N 121 10 54.5W
 36 36 24.1N 114 10 58.3W
 34 25 36.3N 113 51 07.0W
 33 31 01.1N 120 39 21.9W
 !
 L-8 1:10
 33 29 49.5N 113 36 22.8W
 34 38 47.8N 104 52 04.8W
 37 45 40.2N 105 17 45.6W
 36 33 34.4N 114 23 47.3W
 !
 L-9 1:14
 41 32 04.7N 105 41 40.3W
 40 12 47.9N 120 45 33.0W
 35 54 11.9N 119 42 00.4W
 37 08 47.9N 105 31 10.4W
 !
 L-10 1:12
 37 07 52.3N 105 26 46.7W
 37 36 34.7N 094 21 37.7W
 41 22 21.2N 094 19 31.5W
 40 52 06.4N 106 00 52.8W
 !

L-11 1:14
 44 12 54.5N 105 58 43.9W
 43 54 59.5N 121 52 37.6W
 39 33 34.2N 121 14 06.0W
 39 50 26.9N 106 19 44.2W
 !
 L-12 1:14
 40 49 27.9N 106 19 50.1W
 40 45 25.9N 092 43 59.0W
 45 07 08.6N 092 13 58.8W
 45 11 24.4N 106 45 06.9W
 !
 L-13 1:16
 43 57 29.6N 121 21 30.2W
 44 03 38.5N 103 11 30.9W
 49 00 16.1N 102 30 07.0W
 48 53 42.9N 122 09 46.7W
 !
 L-14 1:14
 44 43 53.7N 103 06 14.4W
 44 17 00.4N 088 44 35.8W
 48 35 44.7N 087 56 49.2W
 49 04 14.1N 103 20 13.1W
 !
 L-15 1:10
 34 44 09.8N 104 52 47.5W
 35 10 44.1N 094 55 28.4W
 38 18 50.2N 094 55 17.1W
 37 51 03.3N 105 18 32.7W
 !
 L-16 1:10
 35 10 44.1N 094 55 28.4W
 34 48 35.5N 085 58 47.5W
 37 55 41.2N 085 35 14.8W
 38 18 50.2N 094 55 17.1W
 !
 L-17 1:10
 31 52 34.6N 101 09 02.9W
 32 01 32.3N 092 32 53.2W
 35 08 58.8N 092 26 43.1W
 34 59 35.9N 101 24 30.2W
 !
 L-18 1:10
 32 01 32.3N 092 32 53.2W
 31 22 38.2N 083 01 31.6W
 34 28 15.9N 082 31 44.5W
 35 08 58.8N 092 26 43.1W
 !
 L-19 1:10
 28 39 10.1N 102 47 03.1W
 28 56 12.9N 093 34 59.2W
 32 02 36.5N 093 31 33.9W
 31 44 44.8N 103 05 47.0W
 !
 L-20 1:10
 25 38 57.3N 101 35 43.0W
 25 51 24.1N 093 38 09.8W
 28 56 12.9N 093 34 59.2W
 28 43 08.9N 101 50 58.4W
 !
 L-21 1:23
 24 24 52.8N 097 47 31.0W
 23 35 04.8N 081 54 33.4W
 30 34 46.5N 080 43 23.4W
 31 30 18.6N 098 02 55.3W
 !

L-22 1:10
 28 56 12.9N 093 34 59.2W
 28 18 03.7N 083 29 01.9W
 31 22 38.2N 083 01 31.6W
 32 02 36.5N 093 31 33.9W
 !
 L-23 1:10
 24 47 12.5N 083 56 06.8W
 23 41 42.5N 076 38 50.8W
 26 41 15.4N 075 57 40.1W
 27 49 57.2N 083 30 49.5W
 !
 L-23 WILMINGTON-BIMINI
 INSET 1:31
 34 46 24.2N 076 56 04.7W
 35 17 27.6N 081 16 09.0W
 25 43 45.5N 082 31 36.9W
 25 16 51.7N 078 40 42.1W
 !
 L-24 1:10
 27 23 30.1N 080 07 32.0W
 34 35 58.0N 078 40 27.5W
 35 05 42.8N 082 25 26.5W
 27 50 12.1N 083 33 02.1W
 !
 L-25 1:7
 34 48 35.5N 085 58 47.5W
 34 07 29.8N 079 48 39.0W
 36 17 08.1N 079 21 36.0W
 36 59 31.8N 085 42 30.9W
 !
 L-26 1:7
 37 00 00.7N 085 48 22.0W
 36 11 48.9N 078 44 32.7W
 38 21 21.5N 078 14 46.4W
 39 11 03.2N 085 31 16.4W
 !
 L-27 1:10
 38 18 44.2N 094 21 15.1W
 37 47 01.8N 083 58 34.4W
 40 53 45.2N 083 28 35.2W
 41 26 52.0N 094 19 28.7W
 !
 L-28 1:10
 41 25 48.5N 092 49 13.9W
 40 51 29.8N 083 05 30.1W
 43 57 33.4N 082 31 36.1W
 44 33 21.7N 092 42 57.3W
 !
 L-29 1:7
 39 01 45.3N 083 46 54.1W
 38 12 33.6N 077 16 40.5W
 40 21 43.2N 076 43 18.8W
 41 12 24.3N 083 25 25.9W
 !
 L-30 1:7
 43 20 23.7N 082 38 38.8W
 42 19 19.7N 074 58 13.3W
 40 10 49.8N 075 35 45.5W
 41 10 07.2N 083 02 15.2W
 !
 L-31 1:12
 44 24 18.0N 089 08 24.2W
 42 07 27.7N 077 27 46.3W
 45 39 49.1N 075 45 42.4W
 48 03 26.3N 088 03 32.6W
 !

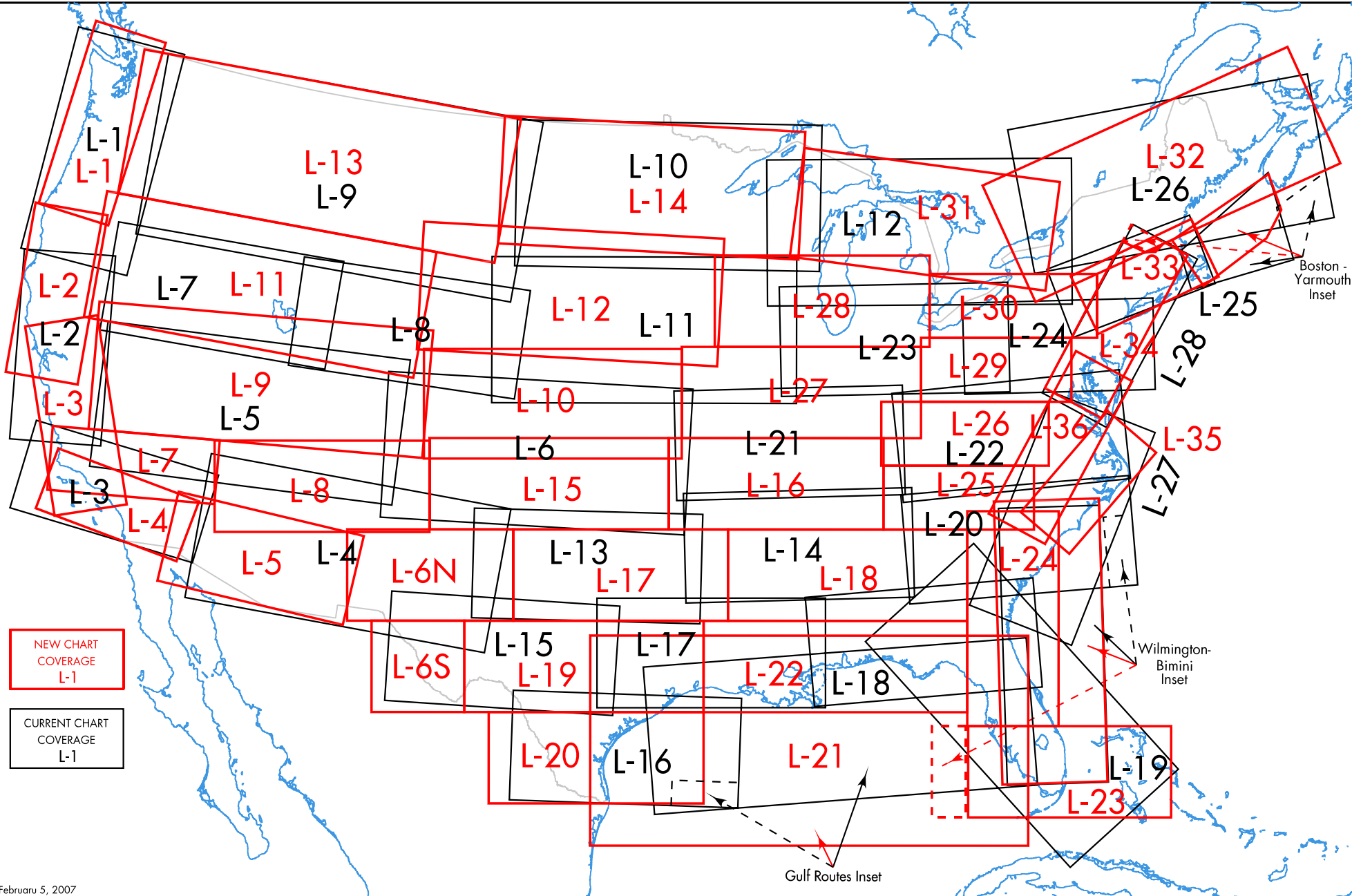
L-32 1:14
 47 56 09.6N 063 04 30.3W
 46 02 46.4N 079 29 47.0W
 41 48 34.9N 078 00 33.5W
 43 35 36.2N 062 37 08.3W
 !
 L-33 1:7
 40 18 22.7N 075 30 48.2W
 41 11 59.7N 069 36 38.1W
 43 21 37.4N 070 06 00.7W
 42 26 24.7N 076 11 04.2W
 !
 L-34 1:7
 37 27 35.7N 076 08 48.8W
 42 12 31.9N 070 41 54.5W
 42 49 37.0N 071 35 48.1W
 42 35 22.8N 072 05 58.9W
 42 40 50.6N 072 35 33.3W
 43 12 27.0N 073 28 55.6W
 38 50 41.3N 078 18 18.4W
 !
 L-34 BOSTN-YARMOUTH
 INSET 1:23
 44 03 29.1N 065 59 36.0W
 42 49 42.4N 071 13 11.1W
 41 01 43.9N 070 22 31.6W
 41 59 36.7N 067 00 00.5W
 42 45 41.8N 065 57 08.5W
 !
 L-35 1:7
 33 06 10.3N 078 33 20.7W
 35 53 34.5N 074 11 07.8W
 37 39 03.8N 075 49 07.0W
 34 47 27.7N 080 13 40.1W
 !
 L-36 1:7
 33 34 42.5N 079 27 23.1W
 38 27 52.7N 074 29 32.2W
 39 53 18.3N 076 38 23.8W
 34 54 20.9N 081 33 13.4W
 !

SCALES USED

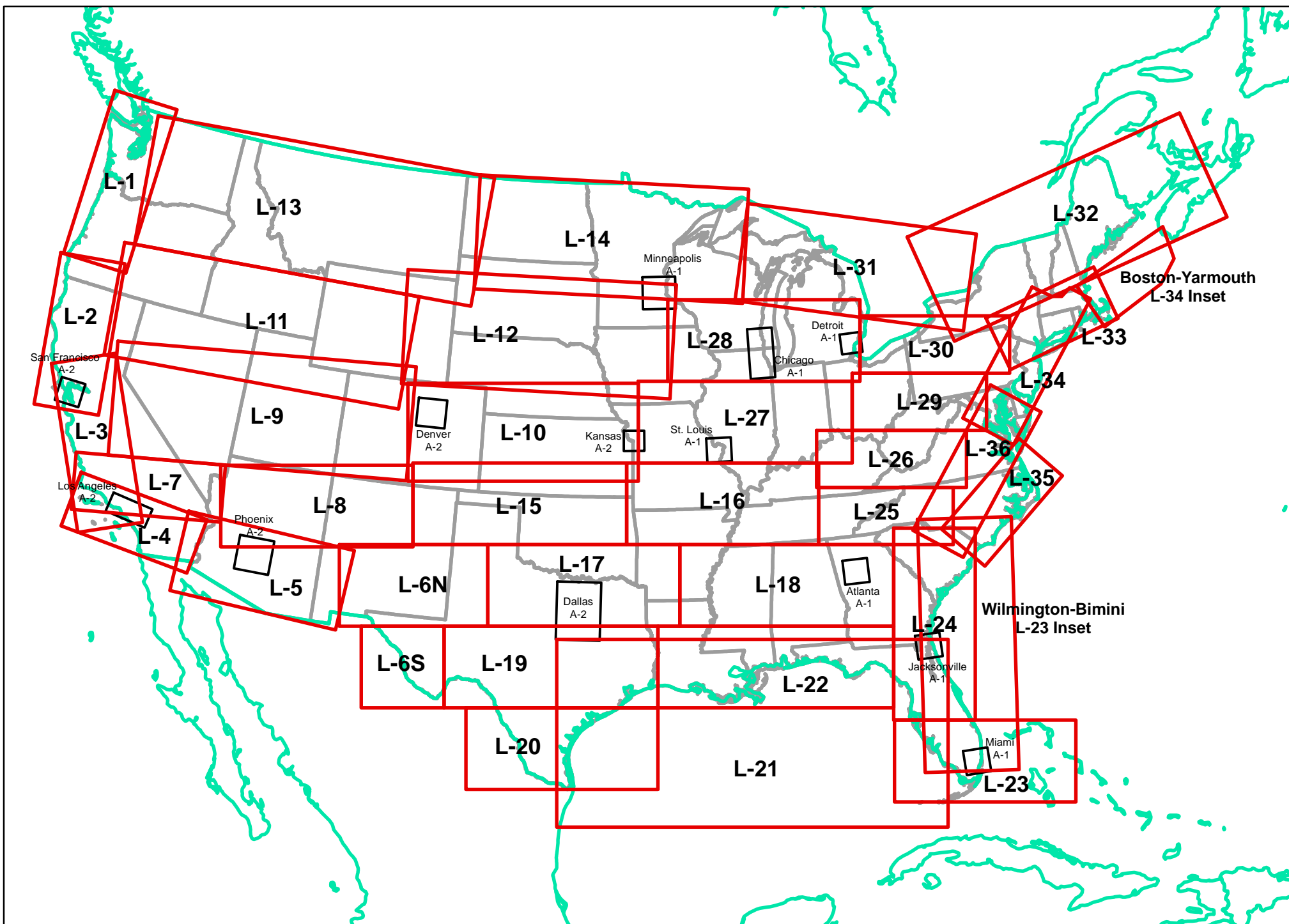
SCALE 510393 ! 1:7 NM
 SCALE 583307 ! 1:8 NM
 SCALE 729133 ! 1:10 NM
 SCALE 874960 ! 1:12 NM
 SCALE 1020787 ! 1:14 NM
 SCALE 1166614 ! 1:16 NM
 SCALE 1677007 ! 1:23 NM
 SCALE 2260314 ! 1:31 NM

IFR ENROUTE LOW ALTITUDE CHARTS

NEW vs CURRENT



ENROUTE LOW RECONFIGURATION



TO BE EFFECTIVE 25 OCTOBER 2007