



AEConnect

UNDERSEA COMMUNICATIONS CABLE OFF NEW YORK

This chart shows the approximate positions of the planned fiber optic telecommunications cable AEConnect. Do not use for navigation or for sale. It is dangerous to anchor or use equipment that penetrates the bottom near a cable. If your anchor or fishing gear is hooked to a cable do not attempt to retrieve it.

CONTACTS

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NOT FOR NAVIGATION. Soundings in fathoms.

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CS Dependable

The proposed *America Europe Connect Cable System (AEConnect)* comprises a 5284 km marine route connecting Killala, County Mayo, Ireland to Shirley, New York, USA. Provision has been made for additional branching units for future connectivity.

The route follows a Great Circle from south of the Grand Banks of Newfoundland to the shelf off of northwestern County Mayo, Republic of Ireland. On the slopes and shelves of the respective landing countries, the route avoids or mitigates identified hazards.

Attached are route position lists and a sketch of the planned cable route. Prior to installation, a hydrographic survey will be conducted along the route using towed sonar. Cable ships will clear each route of seabed debris with a grapnel before installing the cable. Where possible,

during installation the cable ship will tow a sea plow and bury the cable.

Ships are asked to avoid using anchors, bottom trawl fishing and other seabed gear within 1/2 mile of this cable route, and to maintain 1 nautical mile distance from the cable ship during installation operations. *We also request that fishing traps be moved off the route prior to survey and cable installation. We will provide a notification prior to these operations.* To learn more about this cable please contact TE SubCom at the numbers listed below.

After the cable is installed and if your fishing gear or anchor snags something that may be the AEConnect cable, please don't try to haul it. After some slack is taken up, it may become extremely hard to lift. This could cause danger for your vessel & crew.

SEGMENT 1: SHIRLEY, NY TO BU2

Data taken from REDP: Issue 5, Date 30 Apr 2015; WGS84

LATITUDE	LONGITUDE	WD (FATHOMS)	LATITUDE	LONGITUDE	WD (FATHOMS)
N40 43.6393	W072 51.7594	3.8	N40 21.0198	W071 54.7166	35.5
N40 43.6202	W072 51.7402	4.4	N40 20.9402	W071 54.4494	35.5
N40 43.6200	W072 51.7400	4.4	N40 15.2084	W071 35.2312	44.8
N40 43.6000	W072 51.7198	4.4	N40 14.9146	W071 33.5679	45.9
N40 43.2025	W072 51.4522	4.9	N40 14.1796	W071 29.4067	48.1
N40 42.6947	W072 50.8081	6.0	N40 12.3183	W071 18.8726	53.0
N40 42.6212	W072 50.7920	6.0	N40 11.9808	W071 16.9628	53.6
N40 42.4112	W072 50.7460	6.0	N40 11.8318	W071 16.1201	54.1
N40 42.3294	W072 50.4052	6.6	N40 10.7842	W071 10.1940	66.2
N40 42.1922	W072 50.1968	6.6	N40 10.0210	W071 05.8773	76.6
N40 42.0170	W072 49.9296	7.1	N40 09.8578	W071 04.9548	78.7
N40 42.0170	W072 49.9296	7.1	N40 09.6874	W071 03.9910	80.9
N40 41.5083	W072 49.1538	8.2	N40 08.4078	W071 00.8643	89.1
N40 40.8006	W072 48.0748	9.3	N40 06.3915	W070 57.9877	97.9
N40 40.4417	W072 46.6762	10.9	N40 03.1995	W070 55.1955	109.4
N40 40.1002	W072 45.3458	12.0	N39 55.4230	W070 48.4023	287.1
N40 40.1519	W072 43.6585	13.7	N39 52.2175	W070 45.6058	399.7
N40 40.1966	W072 42.1992	14.8	N39 51.2181	W070 45.0008	445.6
N40 40.2030	W072 41.9912	15.3	N39 47.7569	W070 42.9061	769.4
N40 40.8800	W072 39.6240	17.5	N39 47.6214	W070 42.7090	785.8
N40 40.8670	W072 39.3092	17.5	N39 47.3337	W070 42.2906	820.2
N40 40.8566	W072 39.0598	17.5	N39 47.3221	W070 42.2737	821.3
N40 40.8023	W072 38.7493	17.5	N39 45.6725	W070 39.8751	942.1
N40 38.5590	W072 30.8175	20.2	N39 45.1556	W070 37.7797	983.2
N40 37.5705	W072 28.8118	21.3	N39 45.1503	W070 37.7584	983.7
N40 29.5797	W072 12.6158	27.9	N39 44.7944	W070 36.3160	1001.7
N40 29.5306	W072 12.5288	27.9	N39 44.5989	W070 35.5235	1011.6
N40 26.2773	W072 06.7715	30.6	N39 44.3329	W070 31.5010	1046.0
N40 22.7569	W072 00.5468	33.4	N39 43.3761	W070 17.0301	1135.2

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