

## C. VERTICAL AND HORIZONTAL CONTROL

Refer to the Vertical and Horizontal Control Report\* for a detailed description of the vertical and horizontal control used during this survey. A summary of vertical and horizontal control for the survey follows.

### C.1 VERTICAL CONTROL

Vertical control for the survey was based on the Mean Lower Low Water tidal datum (MLLW). The operating National Water Level Observation Network (NWLON) station at Magueyes Island, PR (9759110) located at the eastern extent of the survey area served as preliminary vertical control. *Concur.*

A subordinate tide station at Punta Guanajibo (9759421) located at the northern extent of the survey area was installed and operated for the duration of the survey. Upon completion of the survey, the datum was established for the subordinate gauge and the final verified tides for both the subordinate and NWLON tide gauges provided the vertical control. *Concur.*

Station details are as follows:

Gauge	Location	WGS84	
		Latitude	Longitude
975 9110	Magueyes Island	17° 58.3' N	67° 02.8' W
975 9421	Punta Guanajibo	18° 09.6' N	67° 10.9' W

### C.2 ZONING

NOAA supplied tide zones that cover the extent of the survey area, with time and range correctors relative to the Magueyes Island tide station. These are as follows:

Tide Zone	GS Identifier	Time Corrector	Range Corrector	Reference Station
PRS15	1	-18 minutes	1.59	9759110
PRS14	2	-18 minutes	1.45	9759110
PRS13	3	-18 minutes	1.23	9759110
PRS12	4	-18 minutes	1.09	9759110
PRS11	5	-24 minutes	1.01	9759110
PRS10	6	-24 minutes	0.94	9759110
PRS9	7	-24 minutes	0.94	9759110
PRS9A	8	-18 minutes	0.94	9759110
PRS8	9	-6 minutes	0.94	9759110
PRS7	10	0 minutes	0.94	9759110

*\*Filed with original field records.*

The proposed final tide zoning was computed once the datum for the subordinate tide gauge was established. The proposed final zoning is a combination of both the NWLON gauge, in which the zoning for the southern part of the survey area was derived, and the subordinate gauge, which provided zoning for the western part of the survey area. The proposed final zoning areas are as follows:

<b>Tide Zone</b>	<b>GS Identifier</b>	<b>Time Corrector</b>	<b>Range Corrector</b>	<b>Reference Station</b>
JOA14	1/2	0 minutes	x 1.00	9759421
JOA13	3	0 minutes	x 0.90	9759421
JOA12	4	0 minutes	x 0.85	9759421
JOA11	5	-6 minutes	x 0.81	9759421
JOA10	6	-6 minutes	x 0.77	9759421
JOA09	7	-24 minutes	x 0.94	9759110
JOA09A	8	-18 minutes	x 0.94	9759110
JOA08	9	-6 minutes	x 0.94	9759110
JOA07	10	0 minutes	x 0.94	9759110

An analysis of crosslines and overlaps of the mainlines of soundings concluded that tide zoning was adequate and therefore the proposed final tide zoning correctors have been considered to be the final zoning correctors for the survey. **Concur.**

The verified tides supplied by NOAA were independently checked by John Oswald and Associates. Once the data was checked, a fifth degree polynomial was applied to the tidal data and this data was then supplied to Tenix LADS Inc. for the application of tides. **Concur.**

The preliminary tide zone areas were adopted as the final tide zone areas. The range and time correctors changed, as zones JOA10-JOA14 are relative to the subordinate tide station. **Concur.**

For final processing, the time and amplitude correctors were applied to the tidal data delivered by John Oswald and Associates. Soundings were then reduced to MLLW using these corrected tides. **Concur.**

The data was viewed across the zone boundaries, which once again, validated the final verified tides and zoning. **Concur.**

### **C.3 HORIZONTAL CONTROL**

Data collection and processing were conducted on the Airborne and Ground Systems in World Geodetic System (WGS84) on Universal Transverse Mercator (Northern Hemisphere) projection UTM (N) in Zone 19, Central Meridian 69° West. All units are in meters. This data was post-processed and all soundings are relative to the North American Datum 1983 (NAD83). **Concur.**

### C.3.1 LADS Local GPS Base Station – Puerto Rico

Real-time positions were determined using an Ashtech GG24 GPS receiver aided by Wide Area Differential GPS (WADGPS). A local GPS base station was coordinated by John Oswald and Associates on the roof of the Courtyard Marriott Hotel, San Juan on March 7, 2006.

The derived NAD83 coordinates for the local GPS base station, are:

NAD83		UTM (N) Zone 19		
Latitude (N)	Longitude (W)	Easting (m)	Northing (m)	Ellipsoidal Height (m)
18° 27' 20.277"	66° 04' 56.271"	808 179.880	2 043 081.721	13.599

Post-processed KGPS positions were determined off-line using data logged at the local GPS base station and on the aircraft. This data was processed through Ashtech PNAV software to calculate both a DGPS and KGPS position solution. The post-processed KGPS positions were then imported into the GS and applied to all soundings. This provided increased sounding position accuracy and horizontal redundancy.

The local GPS base station site was checked for obstructions and multipath over a 24-hour period on April 20 and April 21, 2006. The results outlined in the Vertical and Horizontal Control Report\* reveal that the local GPS base station site is free from site specific problems such as multipath and obstructions.

On April 12, 2006 static position checks of the LADS Mk II positioning systems were undertaken. The results outlined in the Vertical and Horizontal Control Report\* revealed no gross errors and that all positioning systems functioned correctly.

During each sortie, GPS data was logged both on the aircraft and at the local GPS base station, which enabled a post-processed KGPS position solution to be determined. These positions were then compared to the position determined by the real-time positioning system. This dynamic positioning check provided quality control of the positioning systems, and the positional differences were within tolerance for the survey. These differences are tabulated in the Vertical and Horizontal Control Report\*.

Navigation position checks were attempted over the terminal at the Mayaguez airport during each sortie when suitable weather conditions prevailed. Following each sortie the logged aircraft position was processed against the downward looking video record to determine the difference in position at the time of overflight. This provided a gross error check on the aircraft positioning.

The tabulated results are presented in the Vertical and Horizontal Control Report\* and revealed that the positioning systems functioned to within expectations.

*\*Filed with original field records.*