



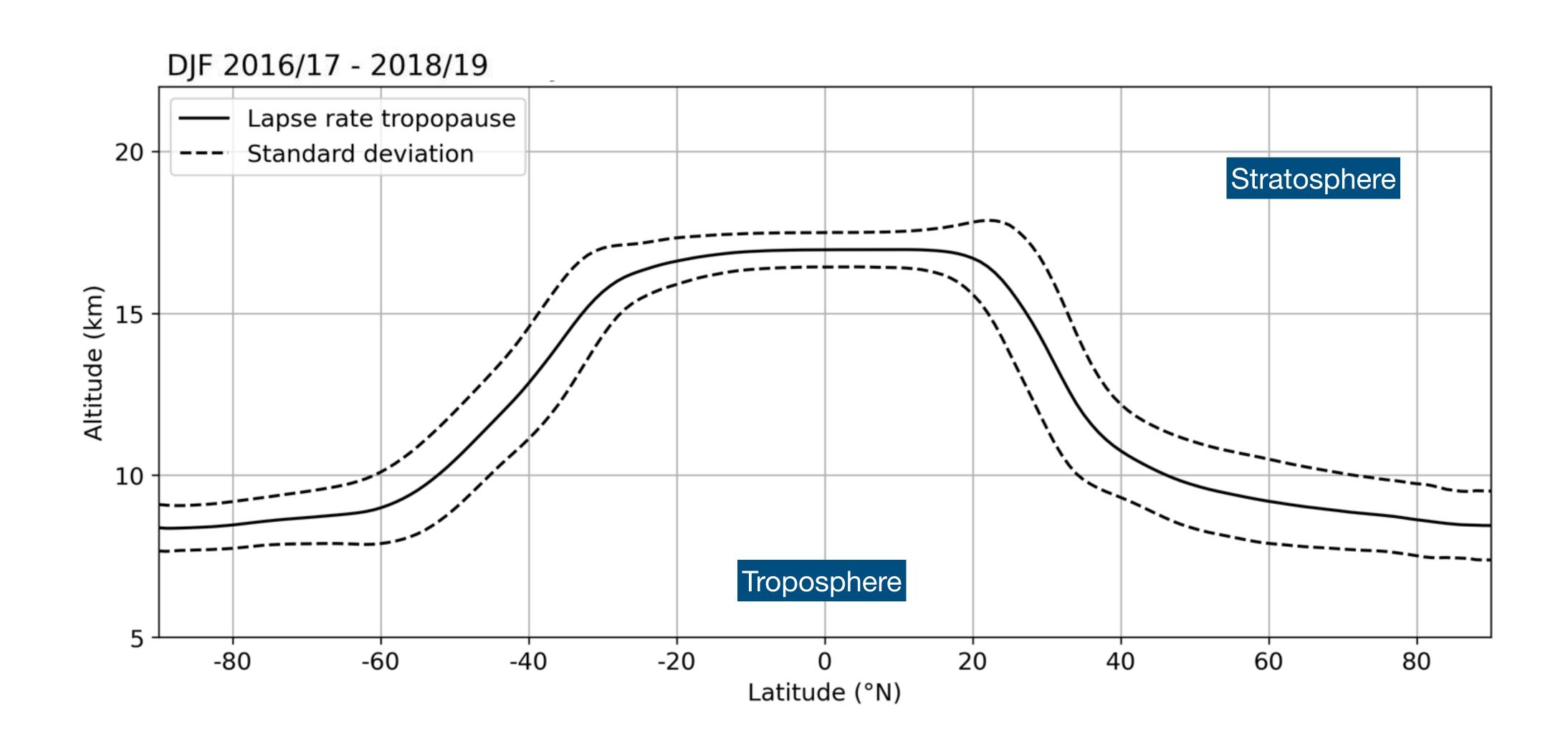
Turbulence Classification

In the extratropical UTLS, using:

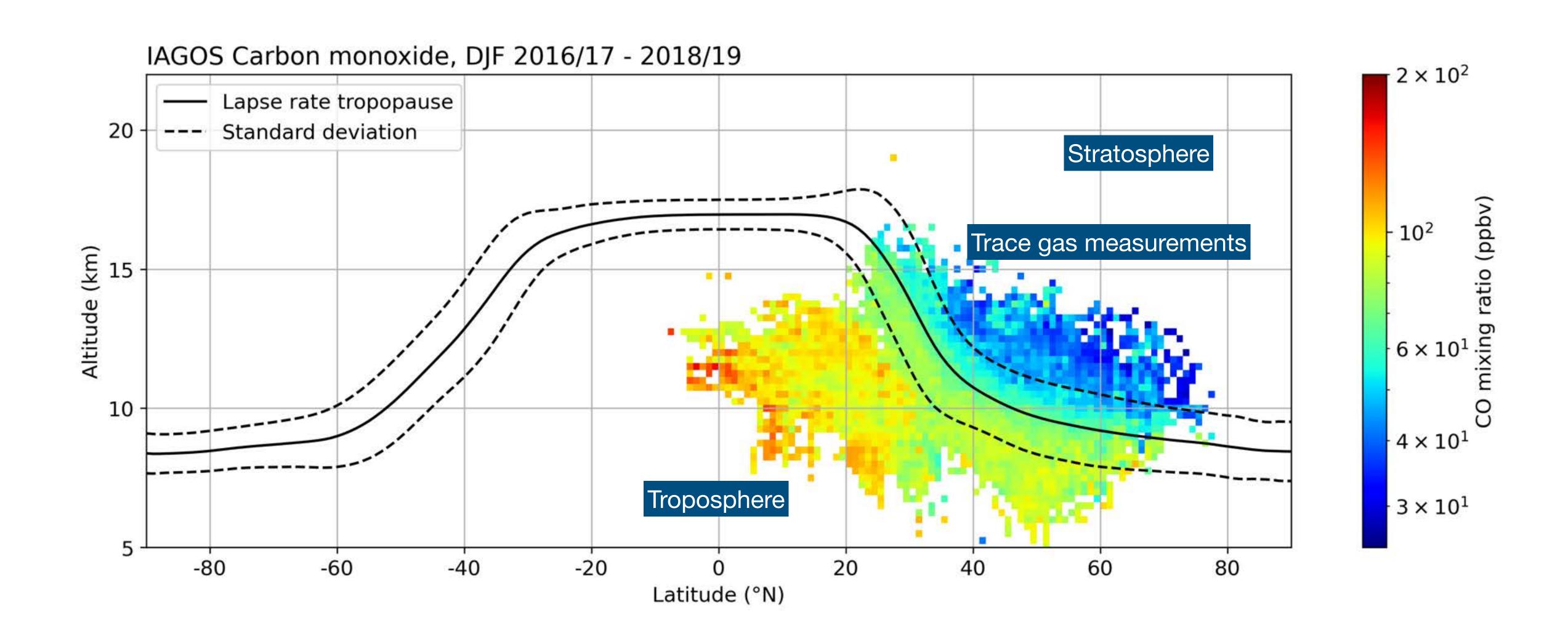
- automated EDR reports
- ERA5 diagnostics
- a random forest classifier

FISAPS Workshop
30 August - 1 September 2023
NCAR, Boulder Colorado

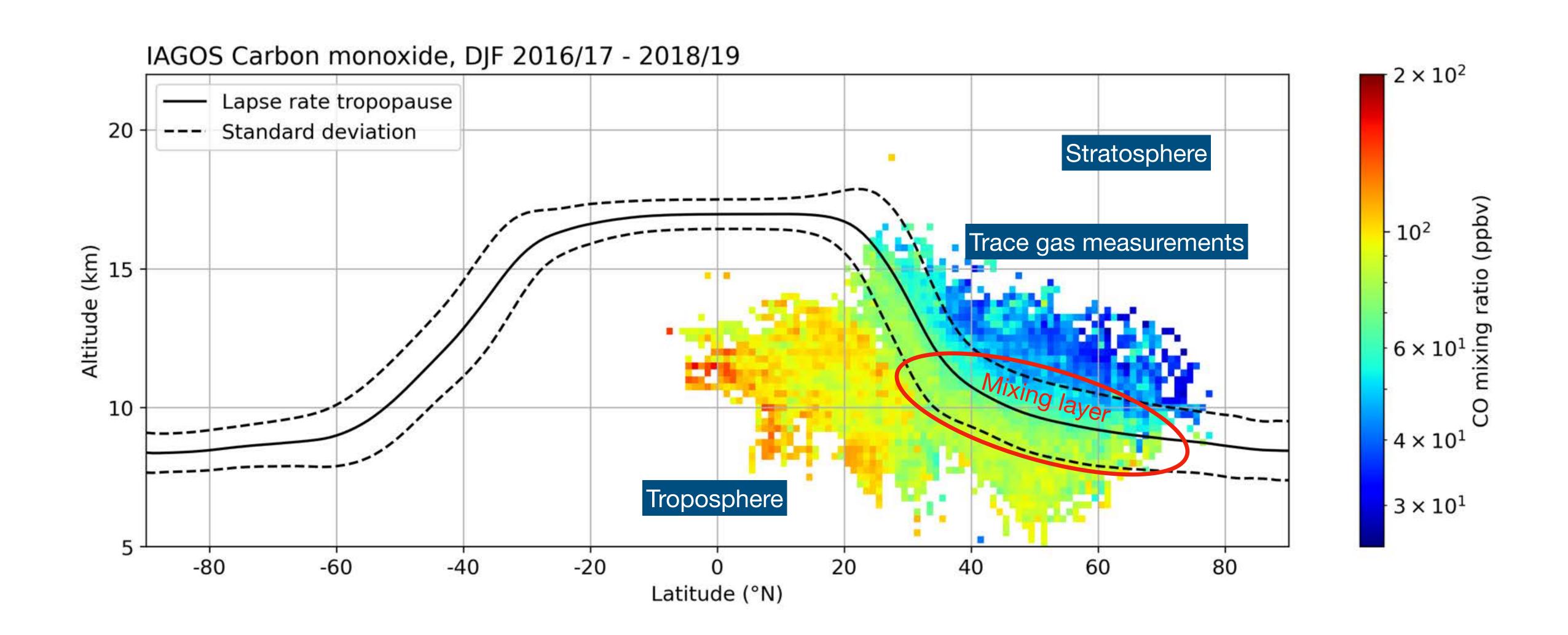
Motivation: UTLS



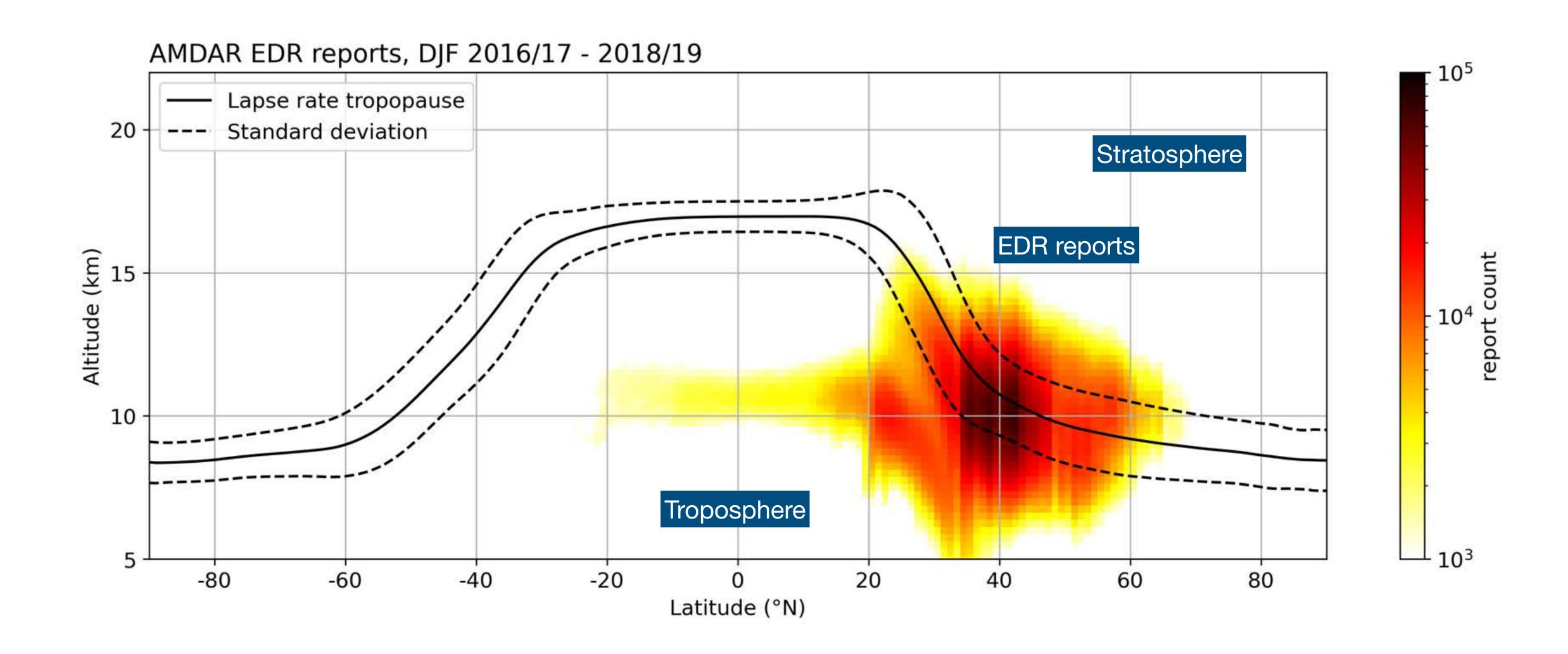
Motivation: Trace gas gradients



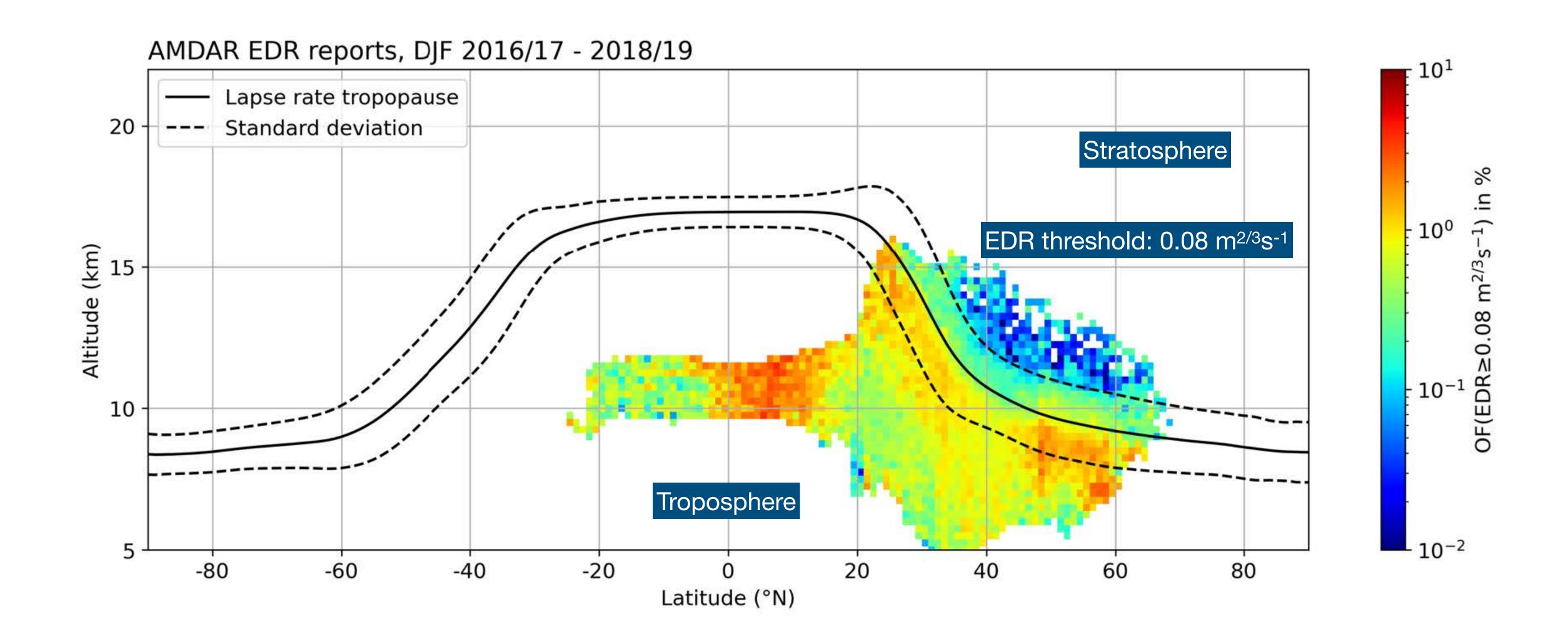
Motivation: Trace gas gradients



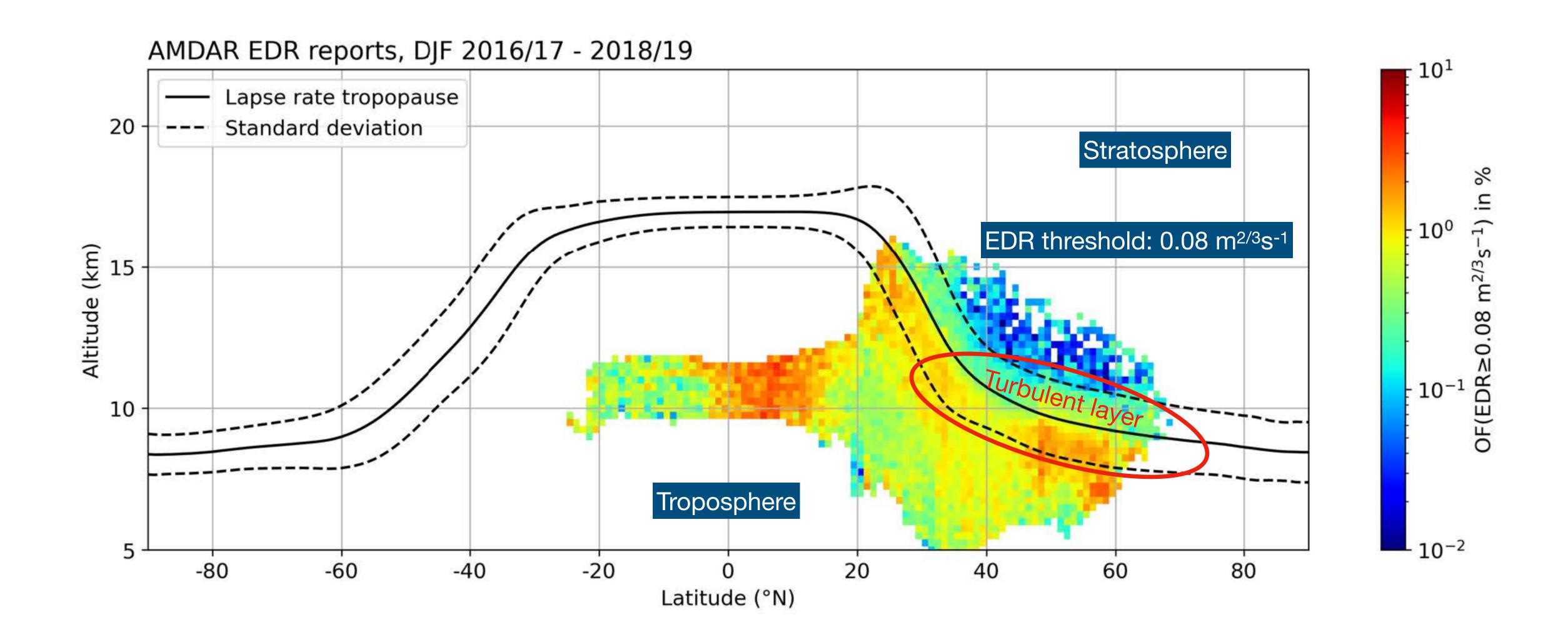
Motivation: Turbulent mixing



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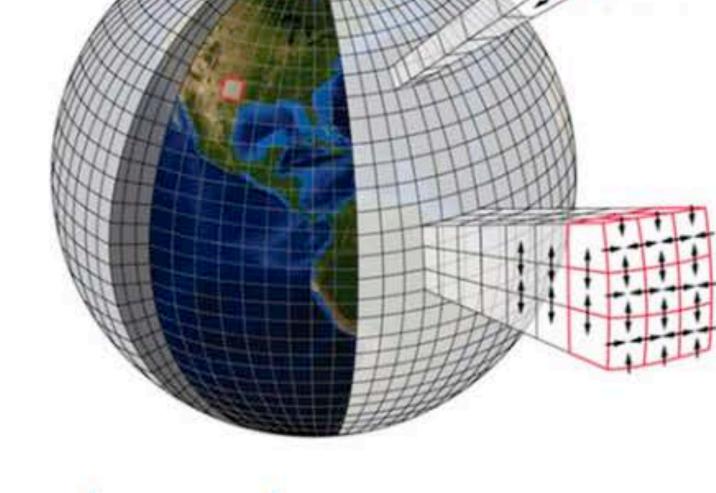


Data set

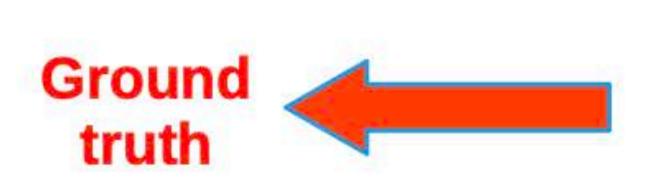
ERA5:

- Global, hourly
- Model level in vertical
- 0.25° horizontal



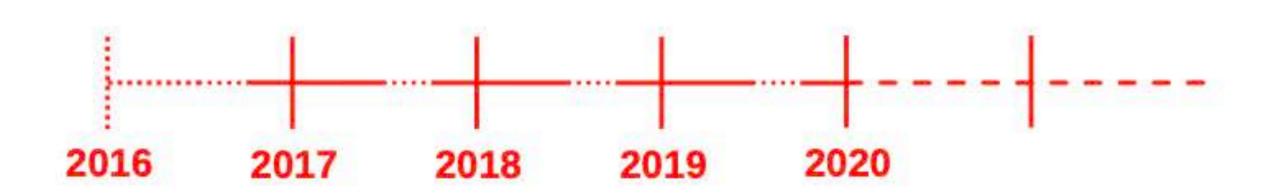




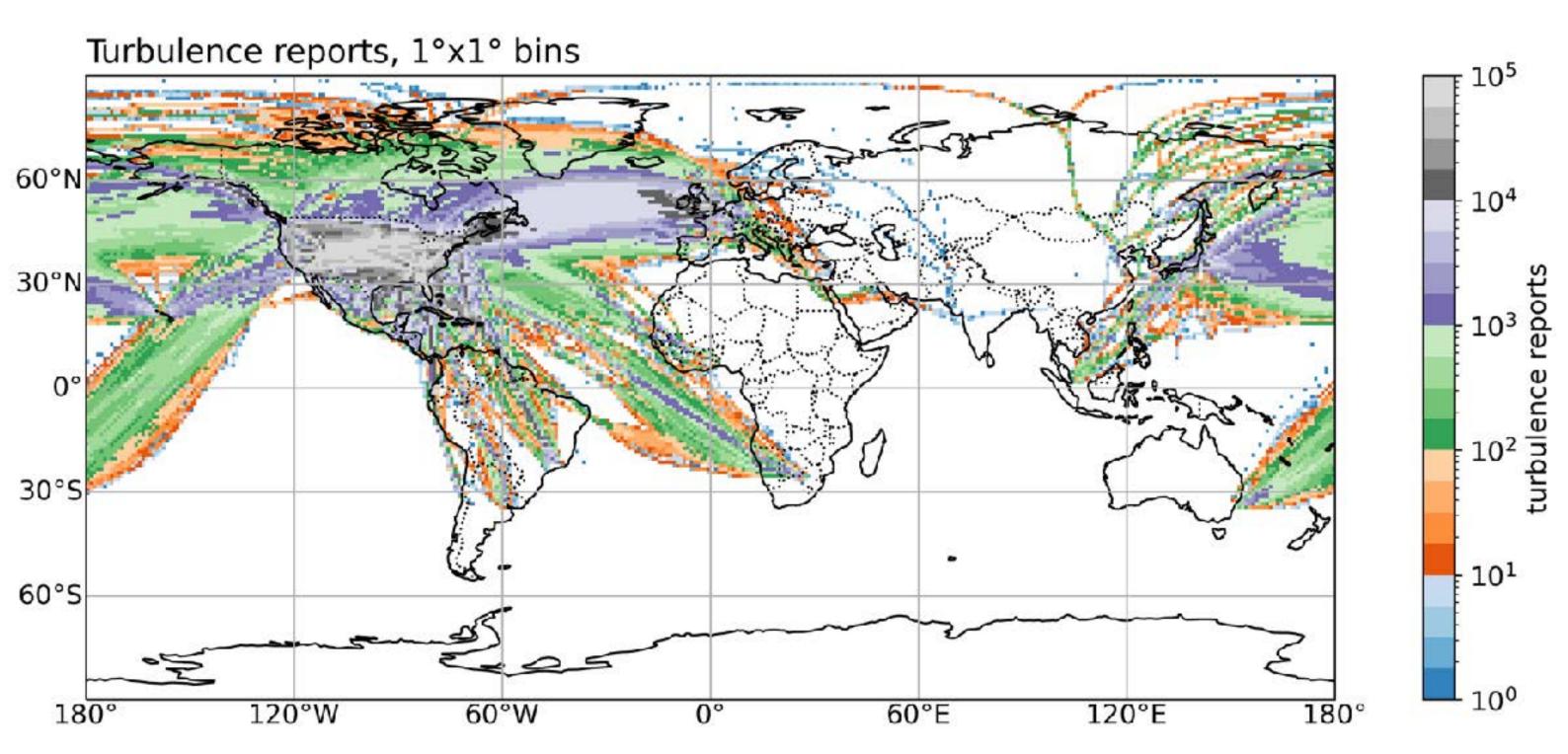


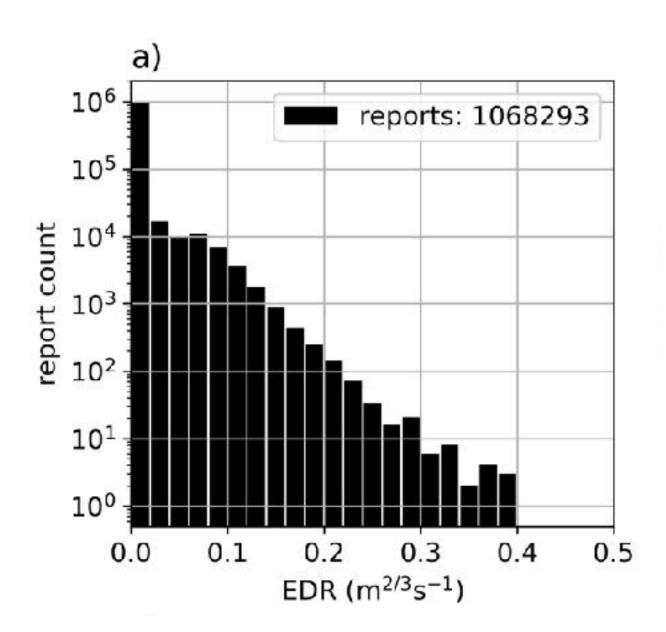
AMDAR EDR reports:

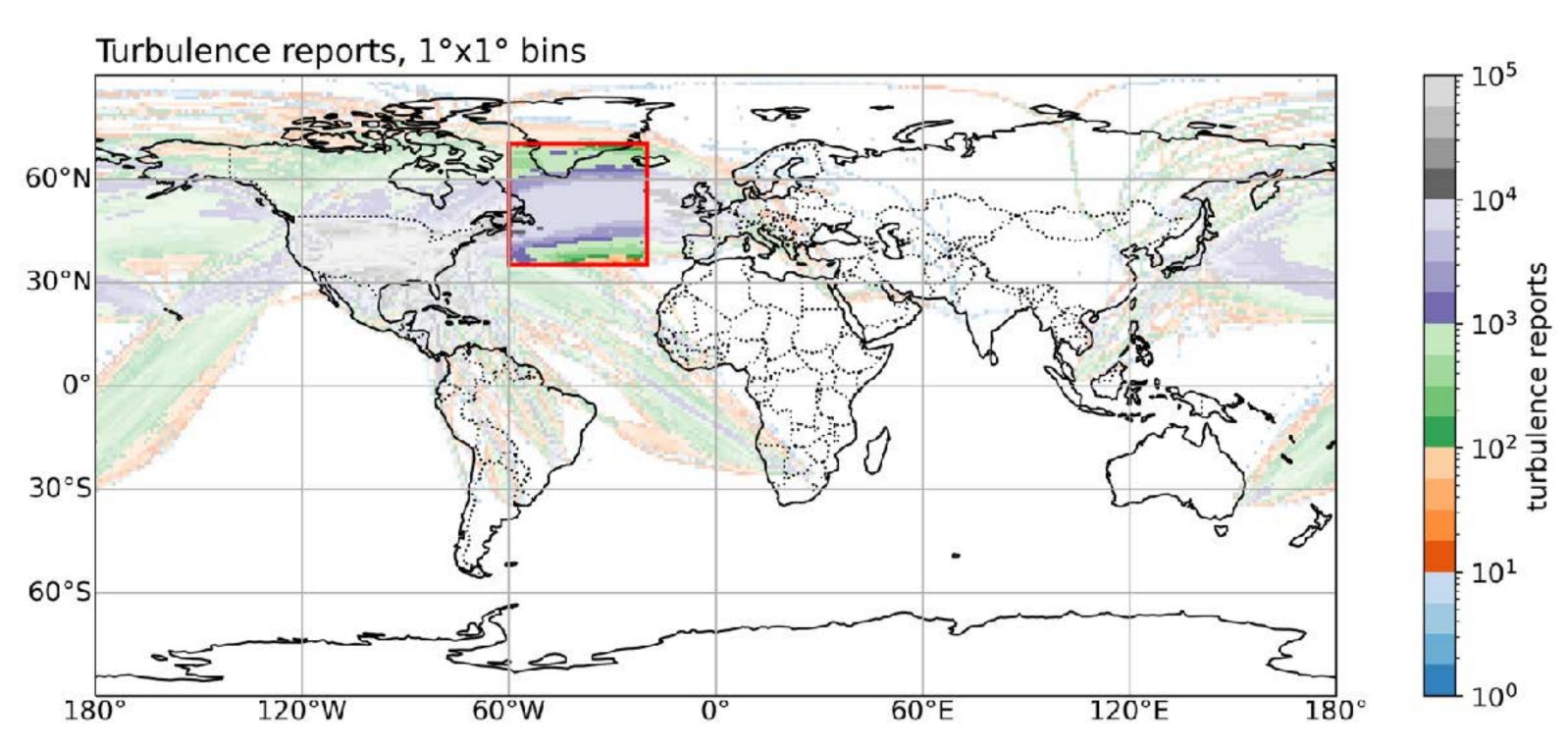
- 12.2016-12.2019
 → 63 million reports
- No JJA

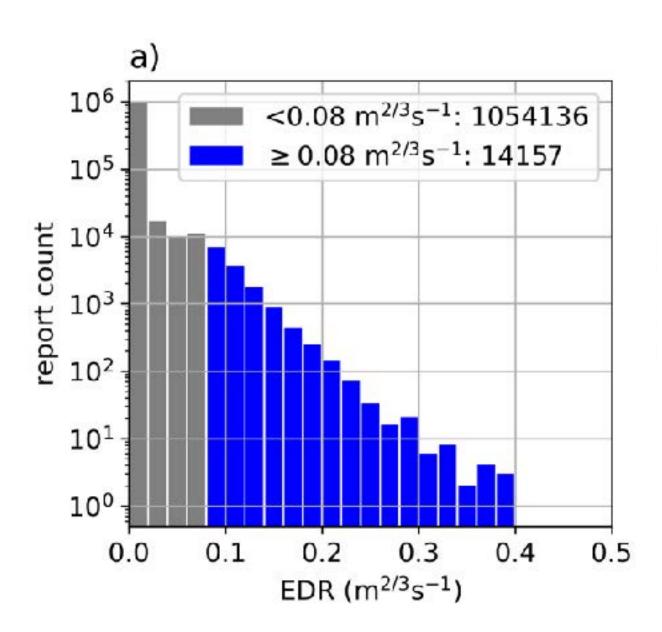


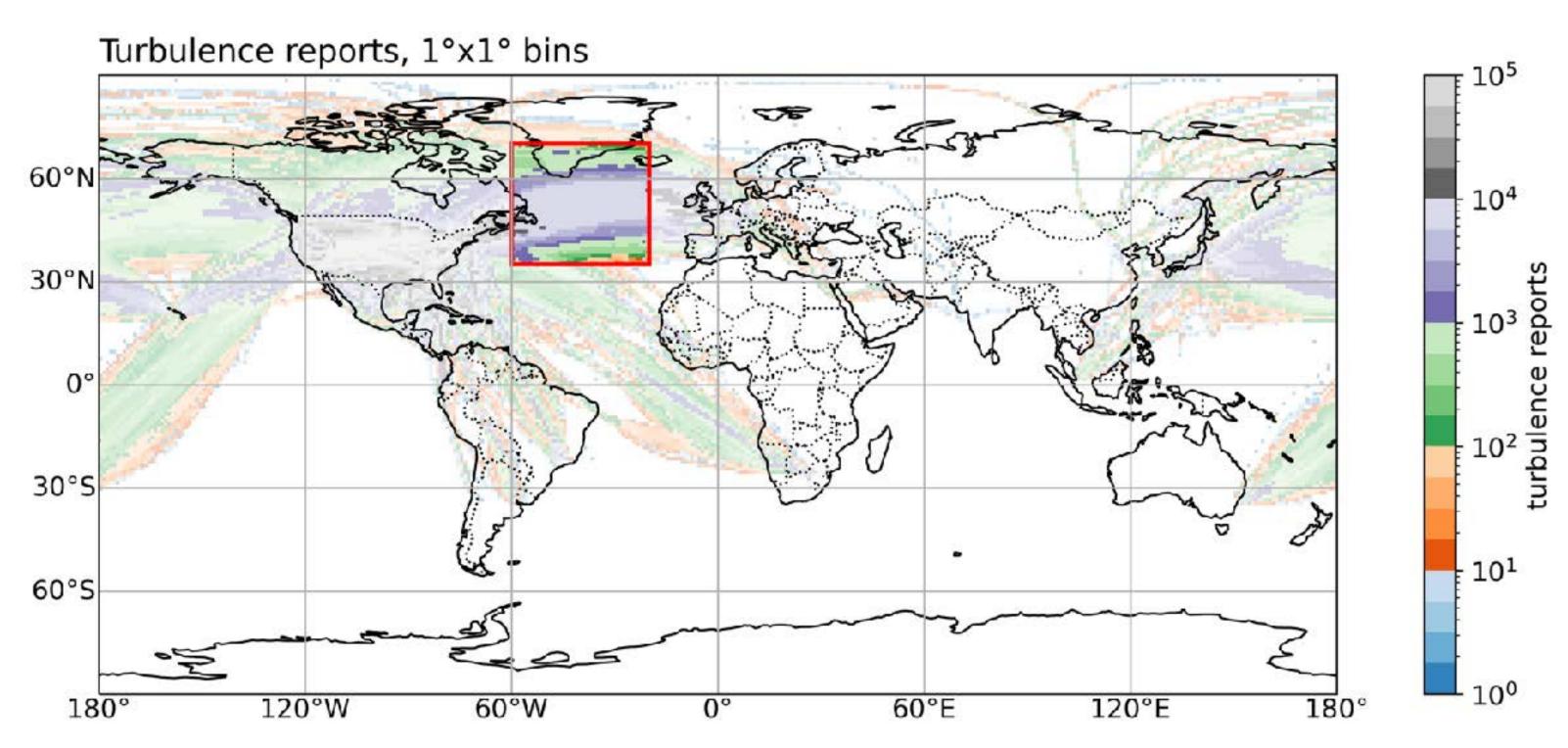


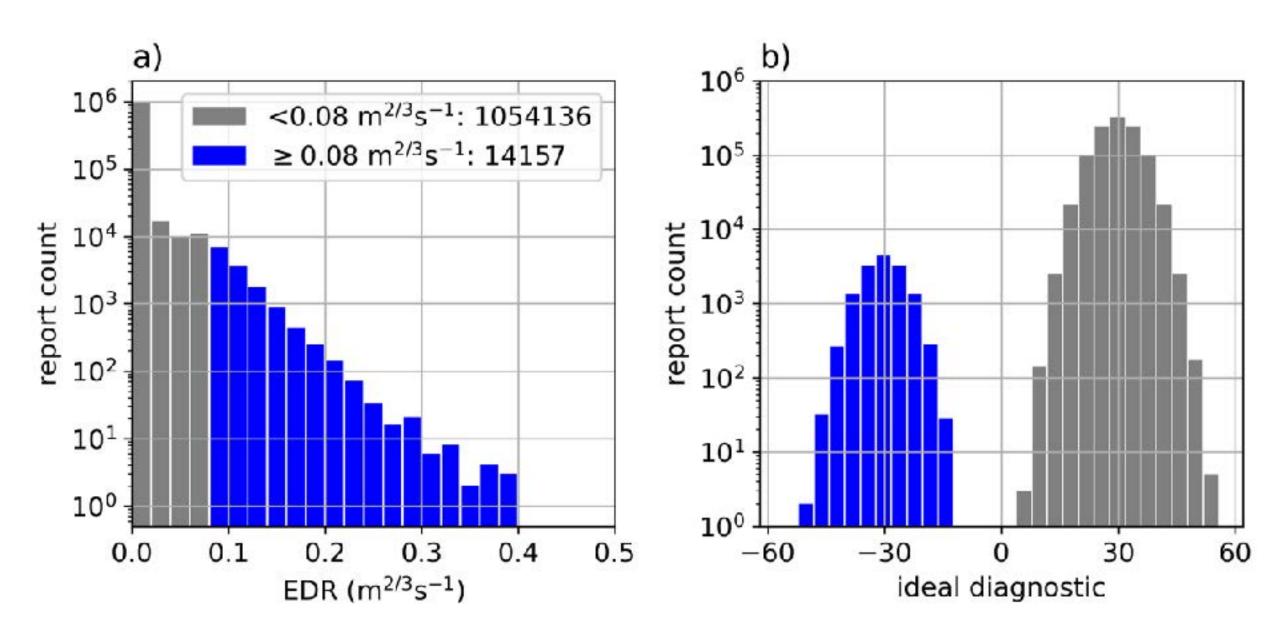


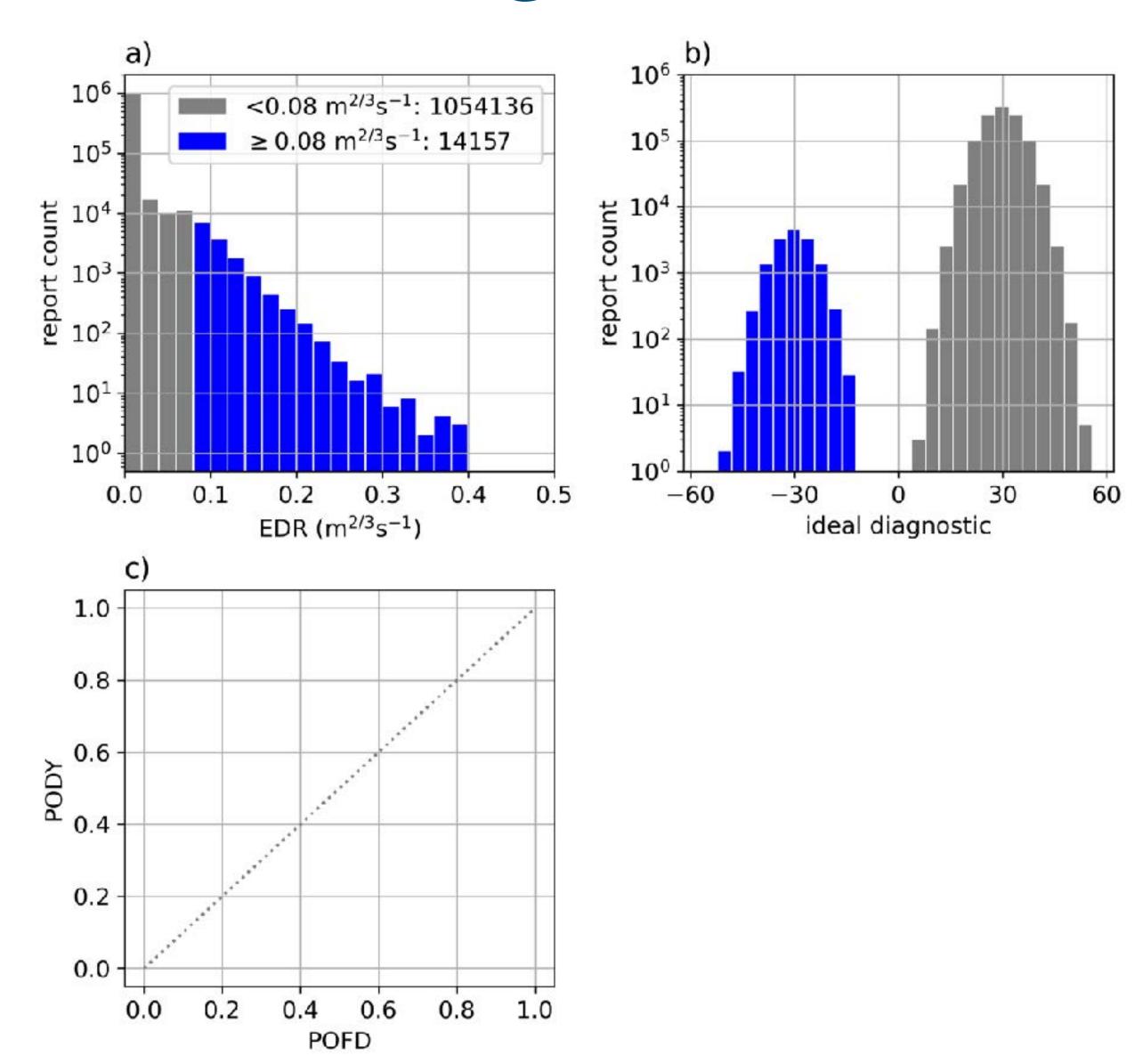


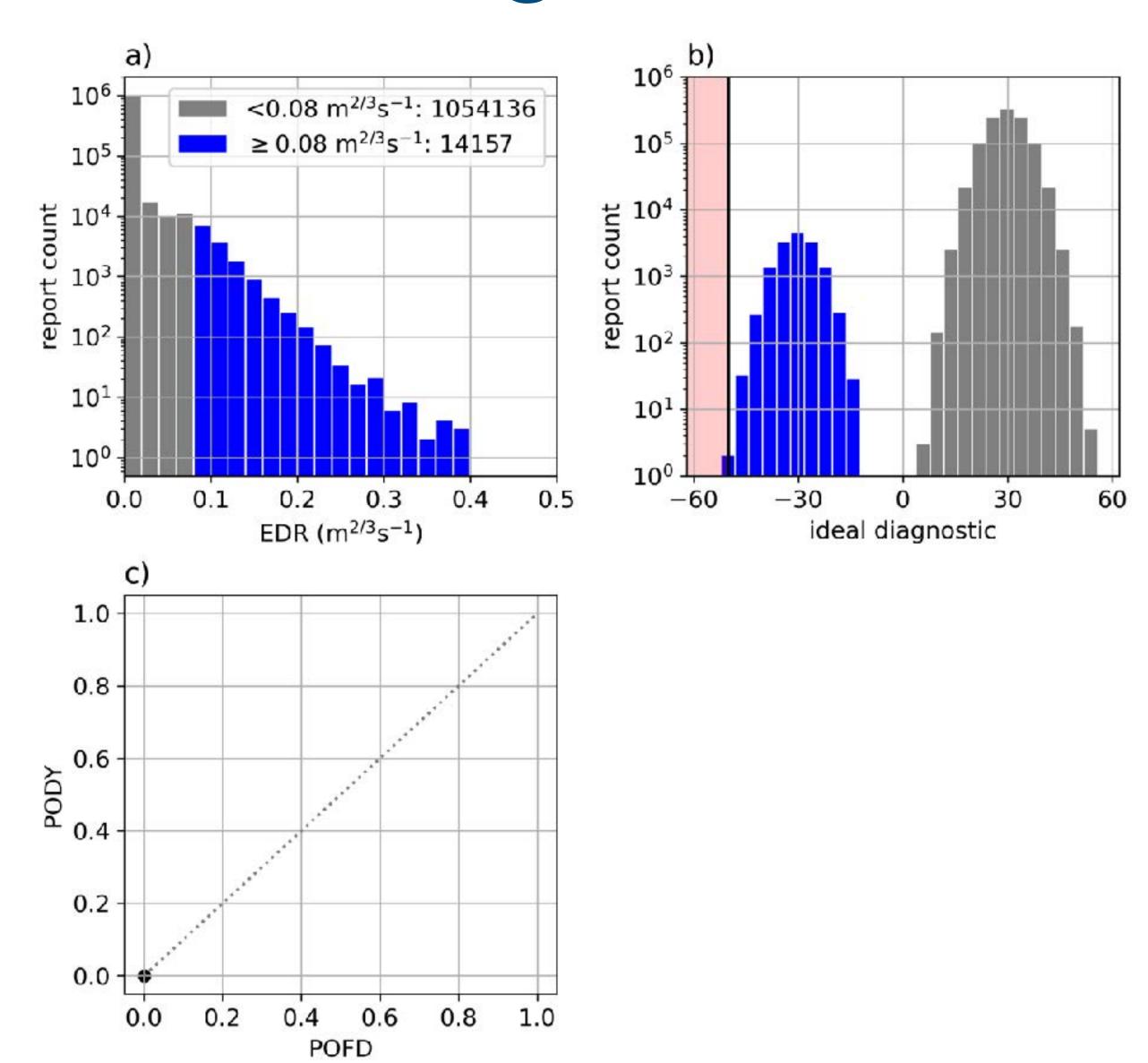


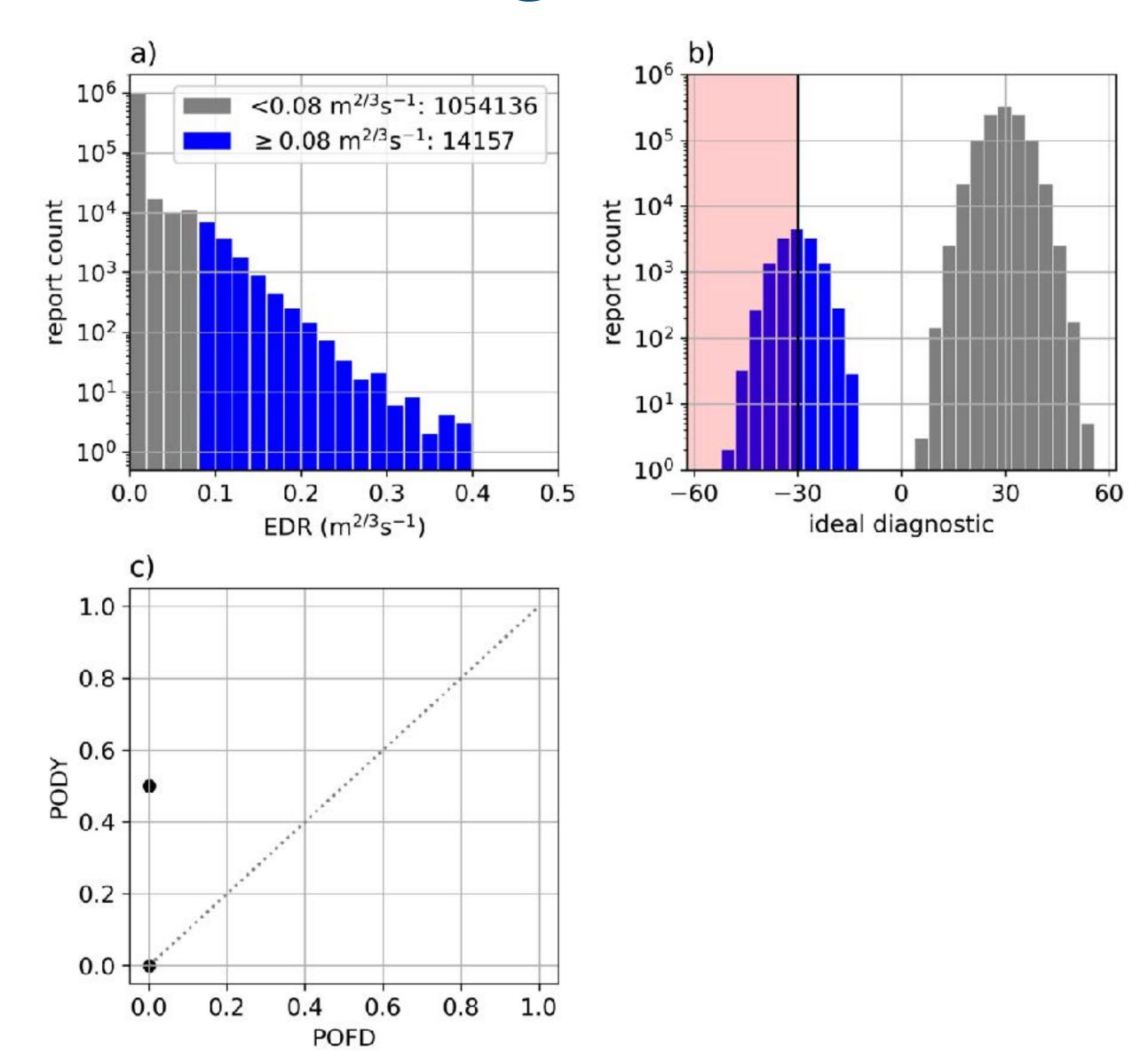


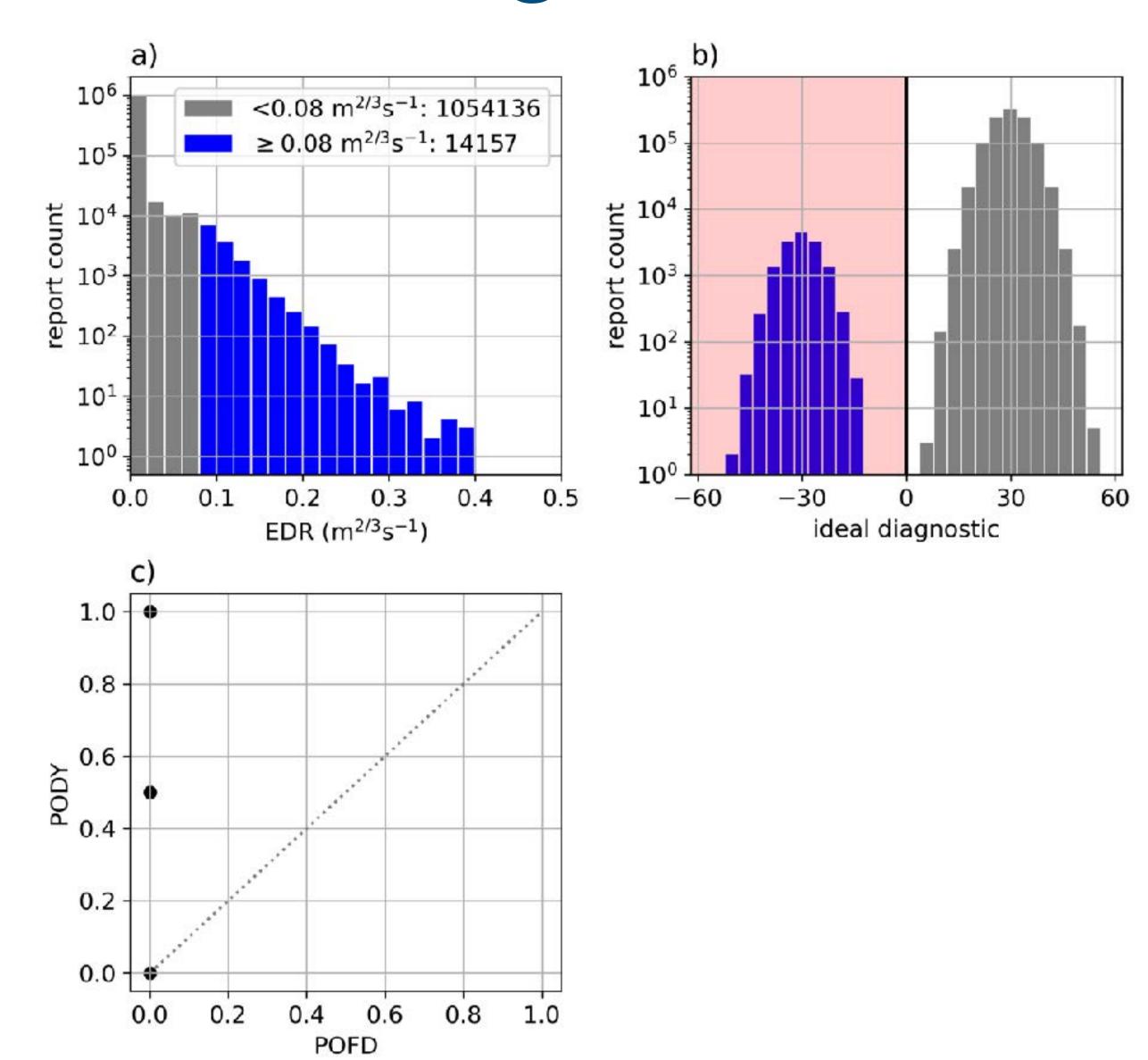


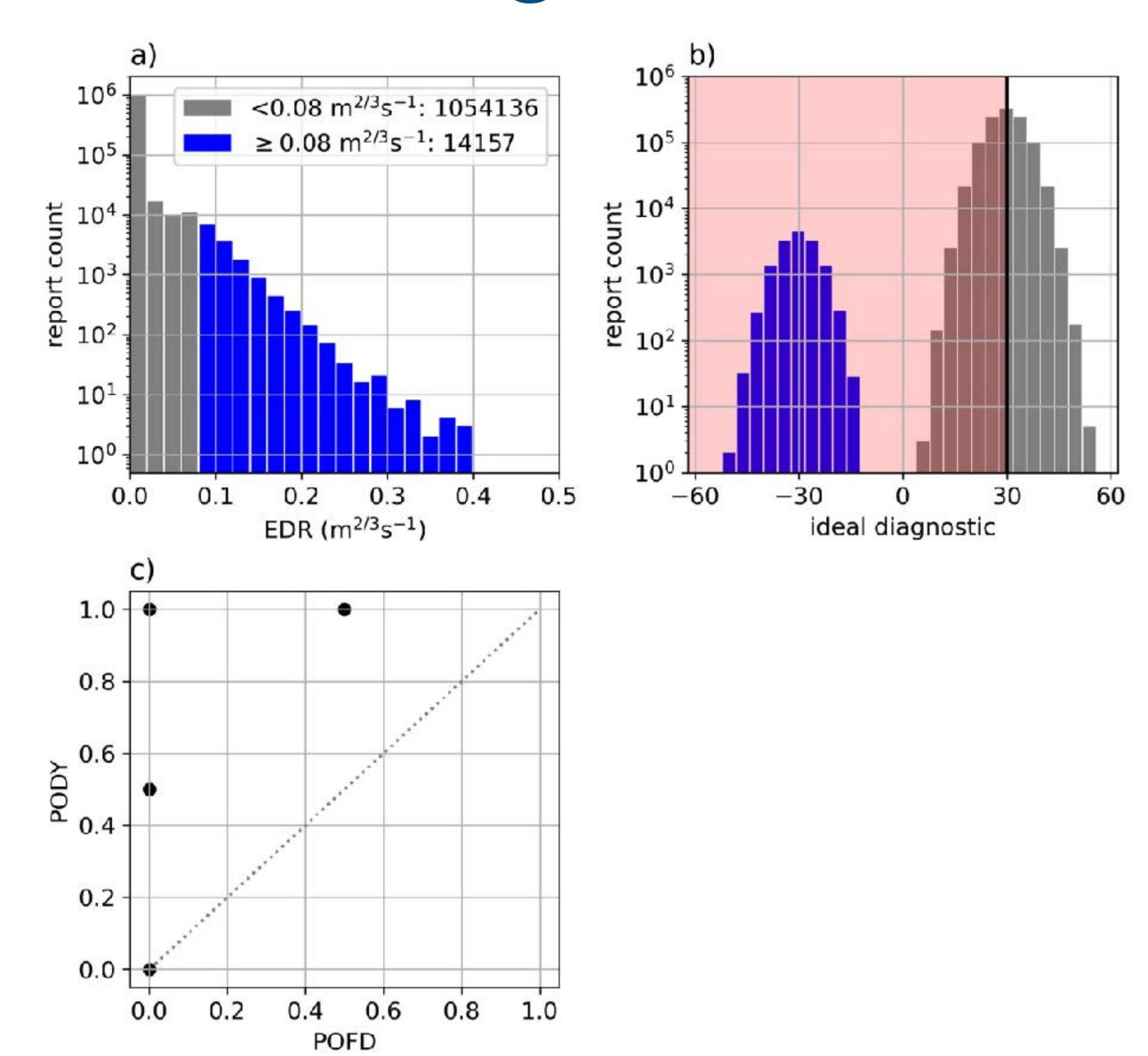


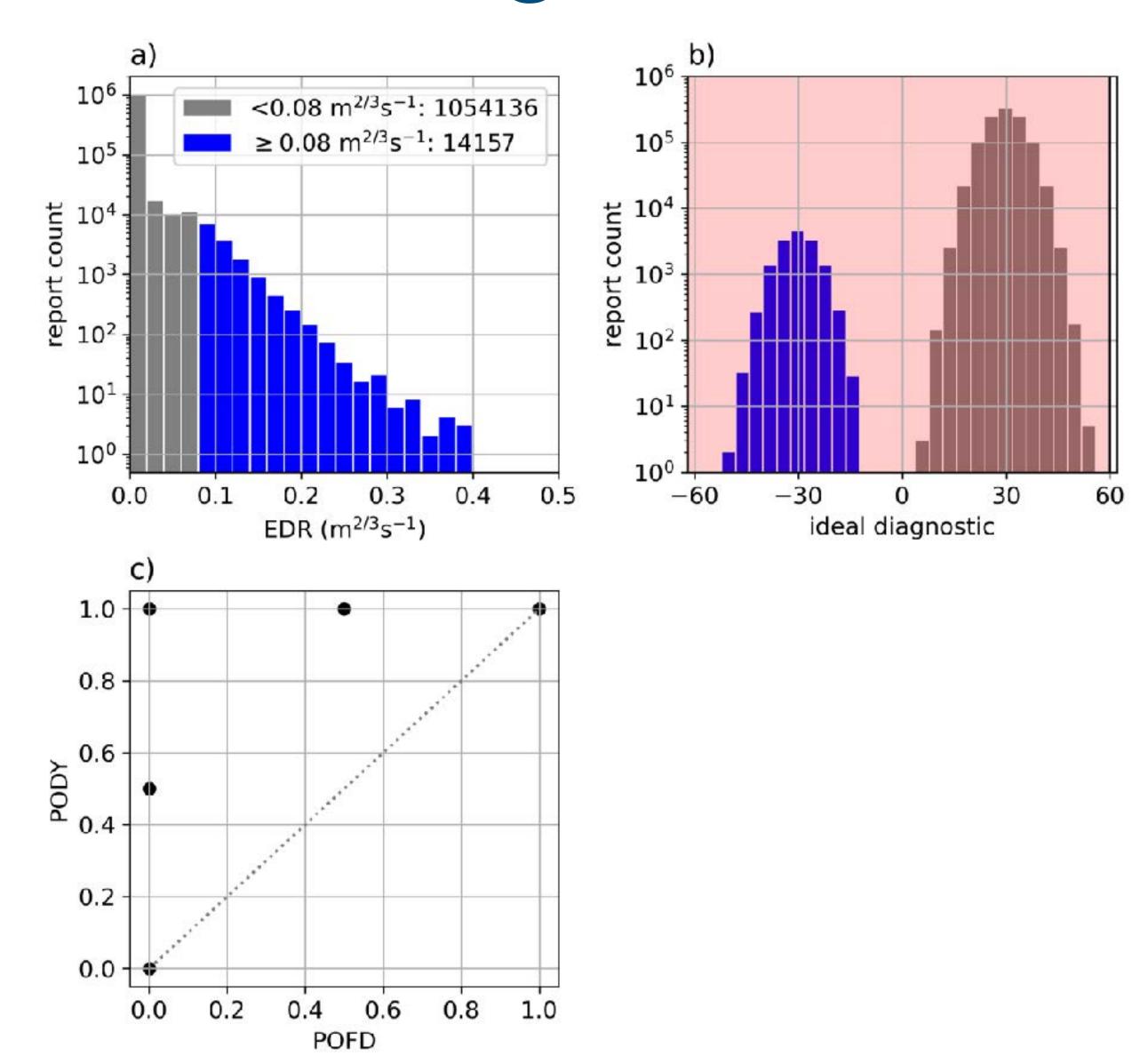


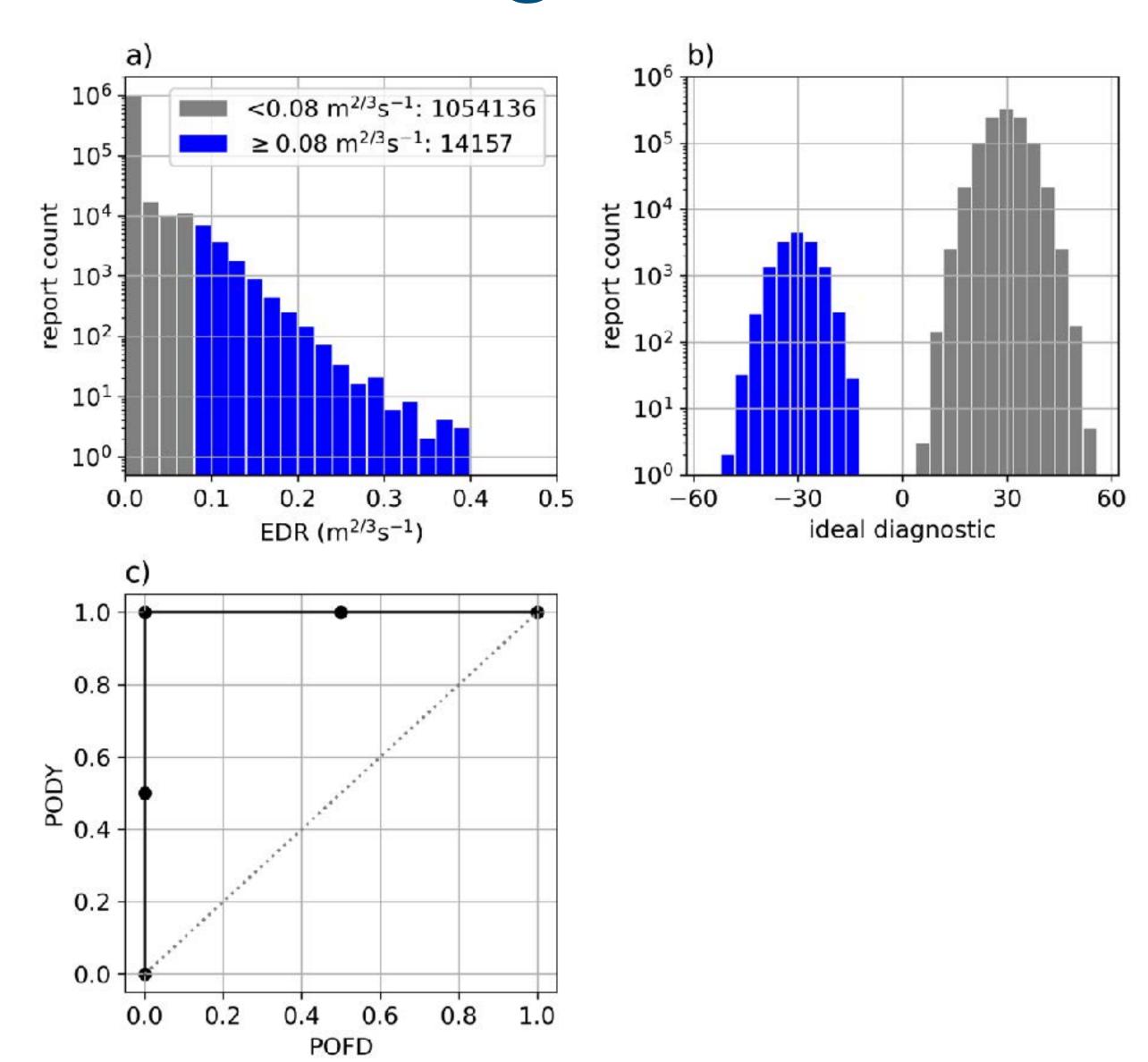


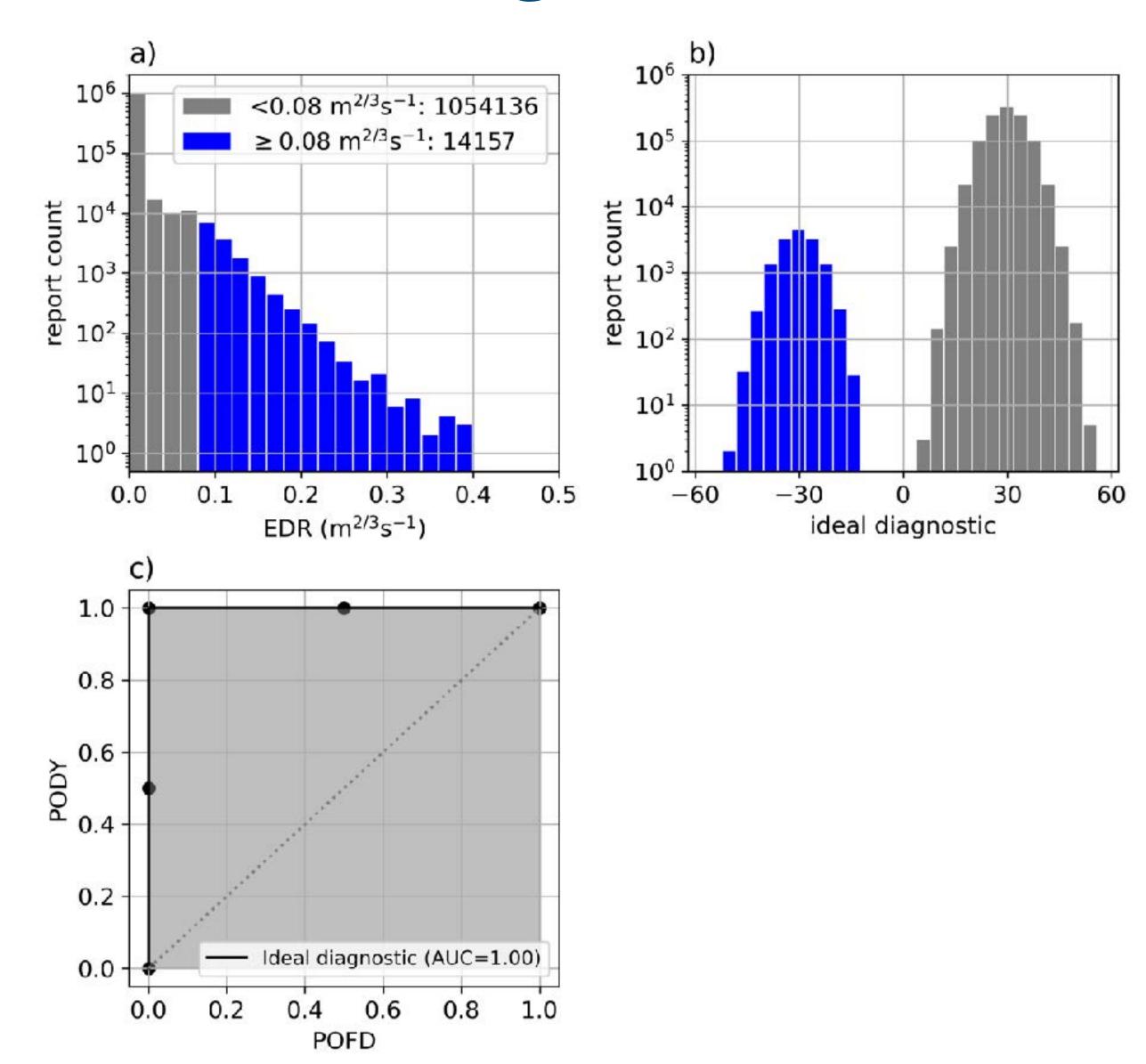


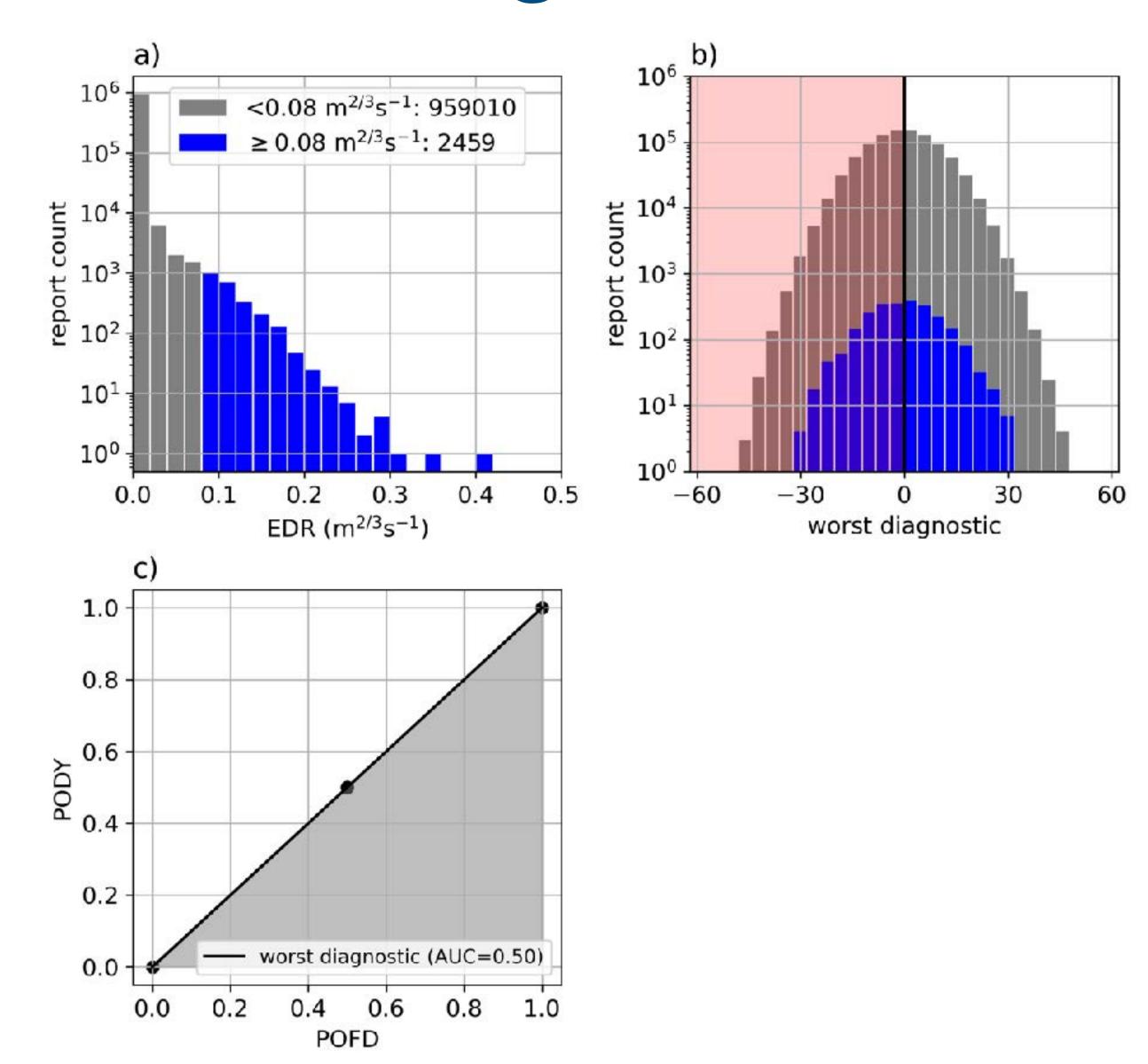




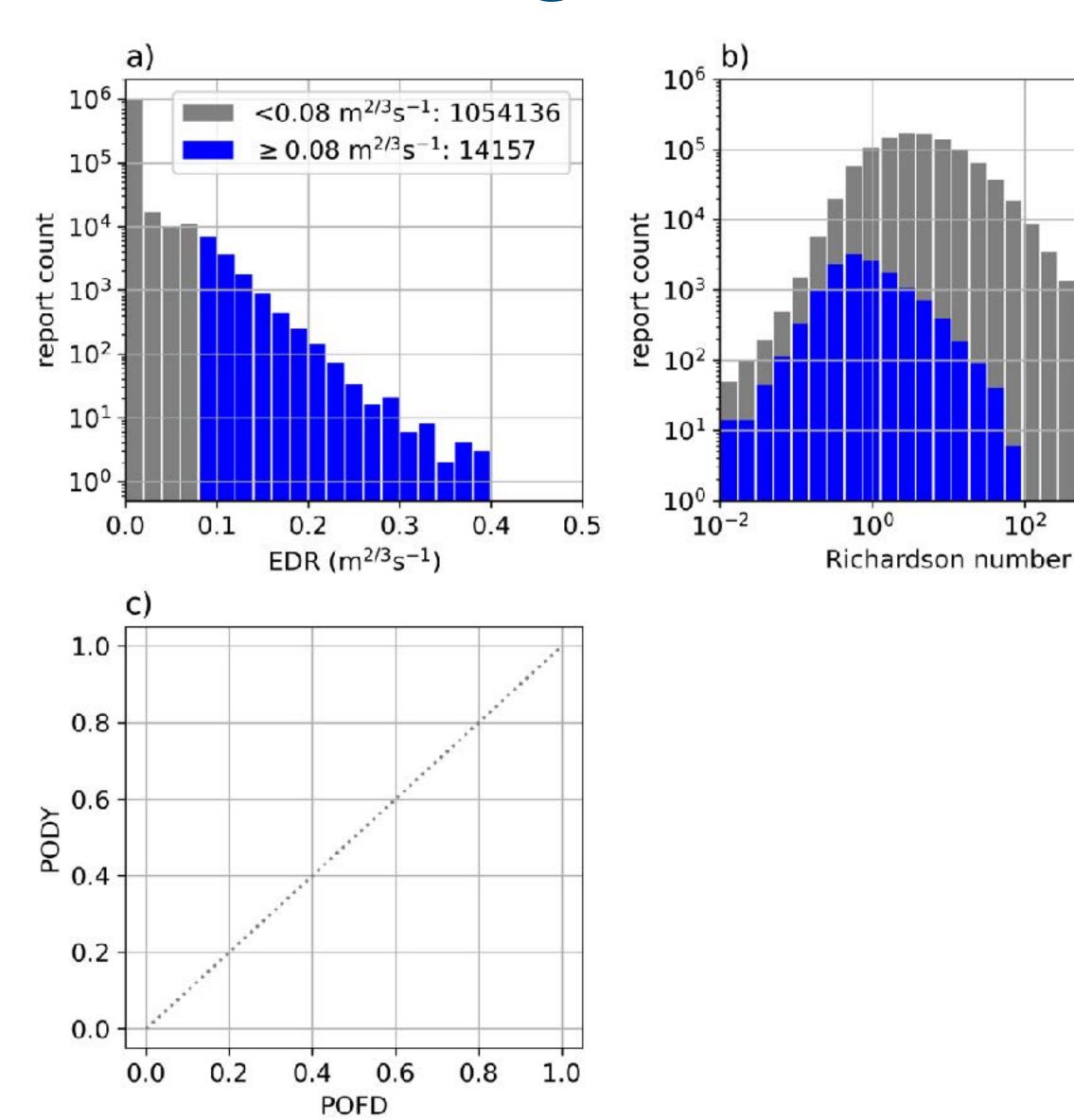


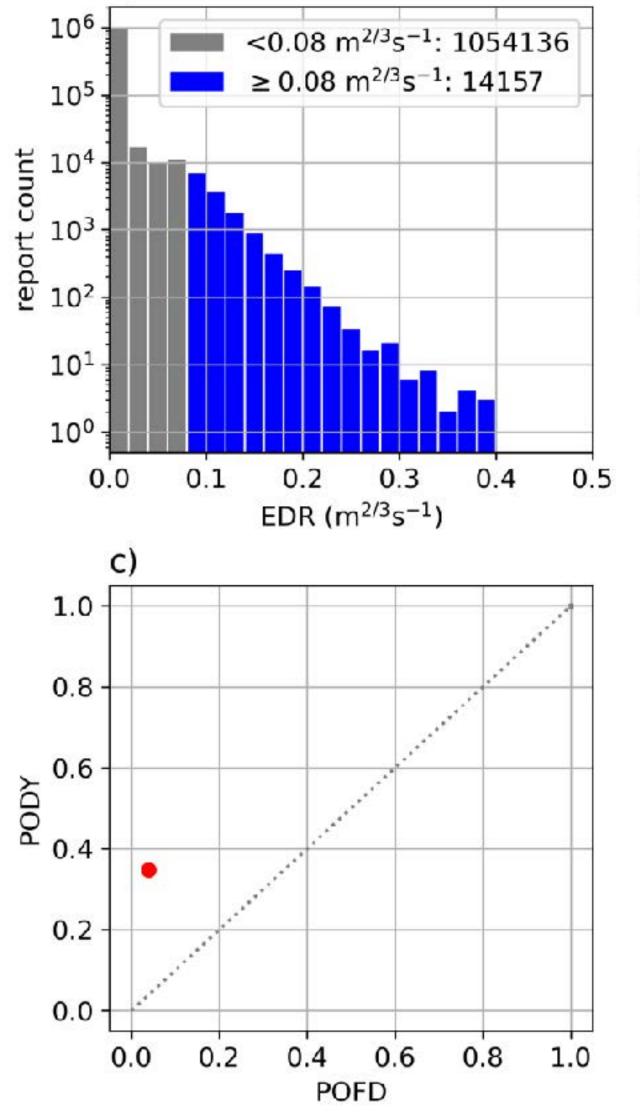




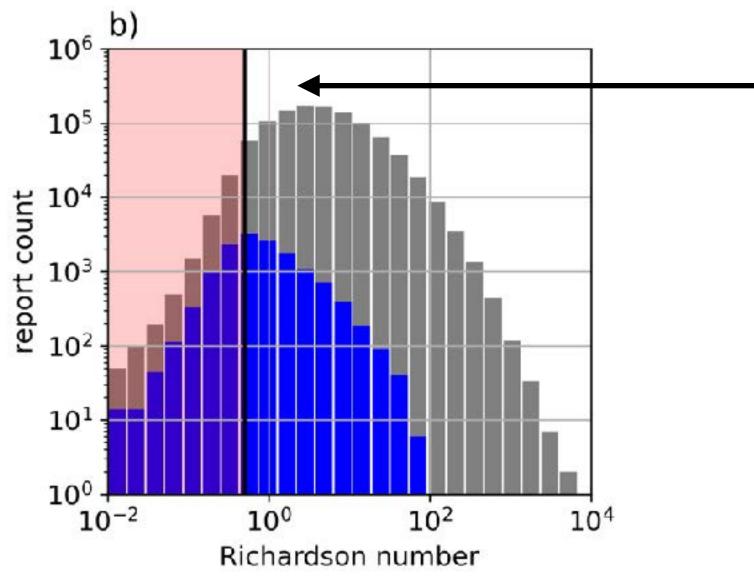


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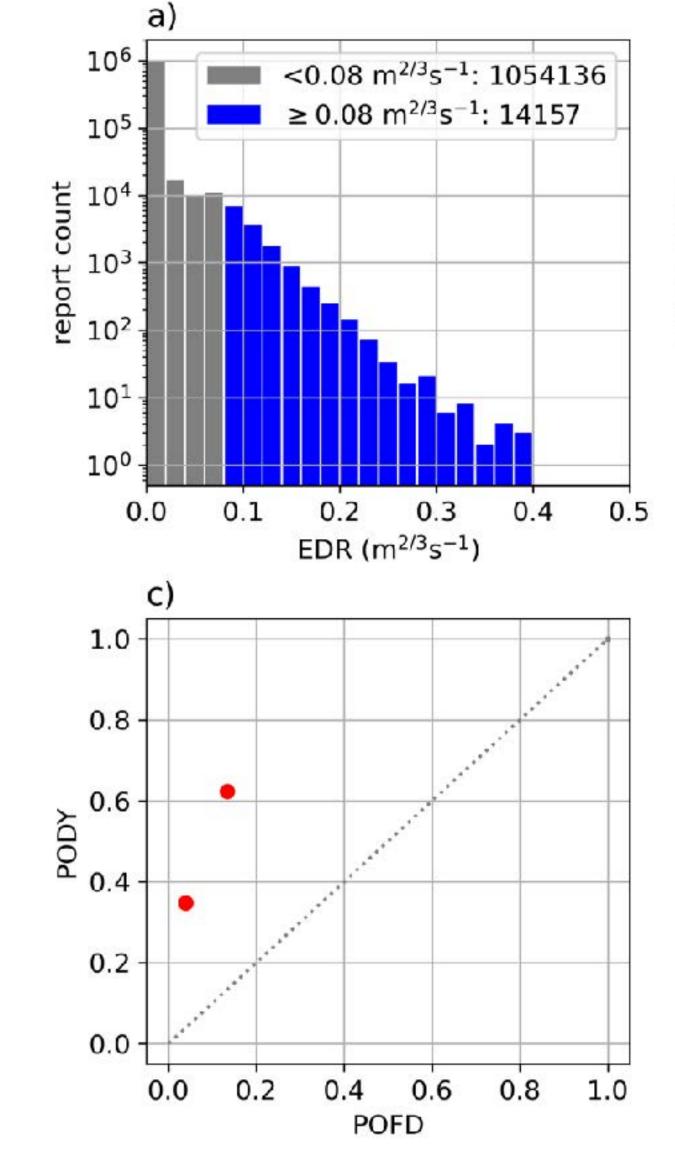


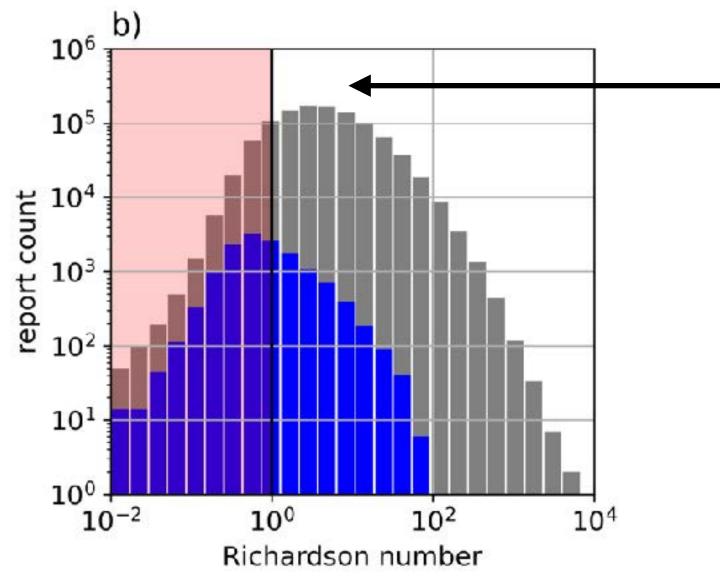


a)

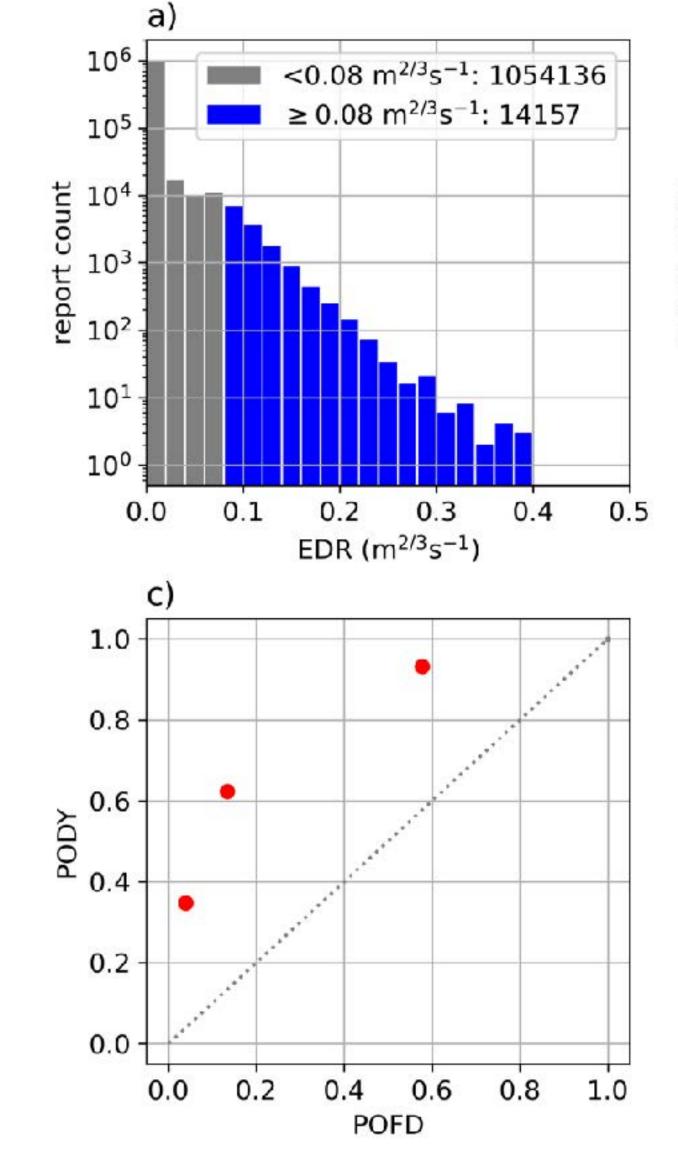


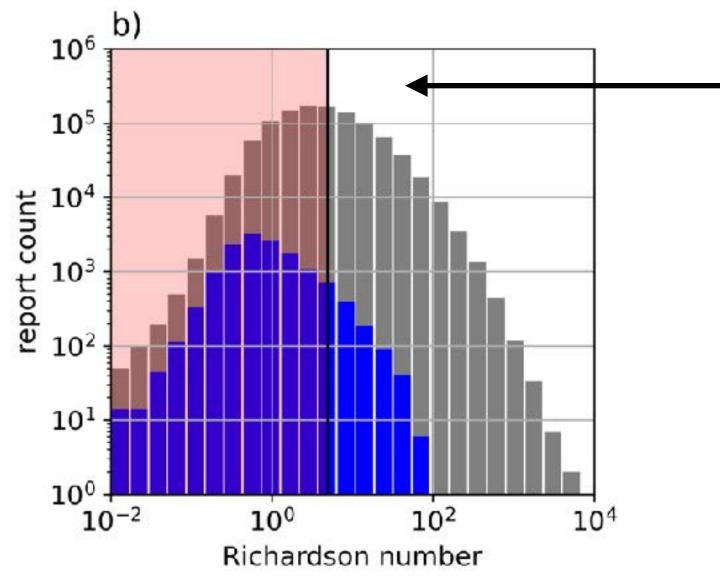
Richardson number threshold = 0.5



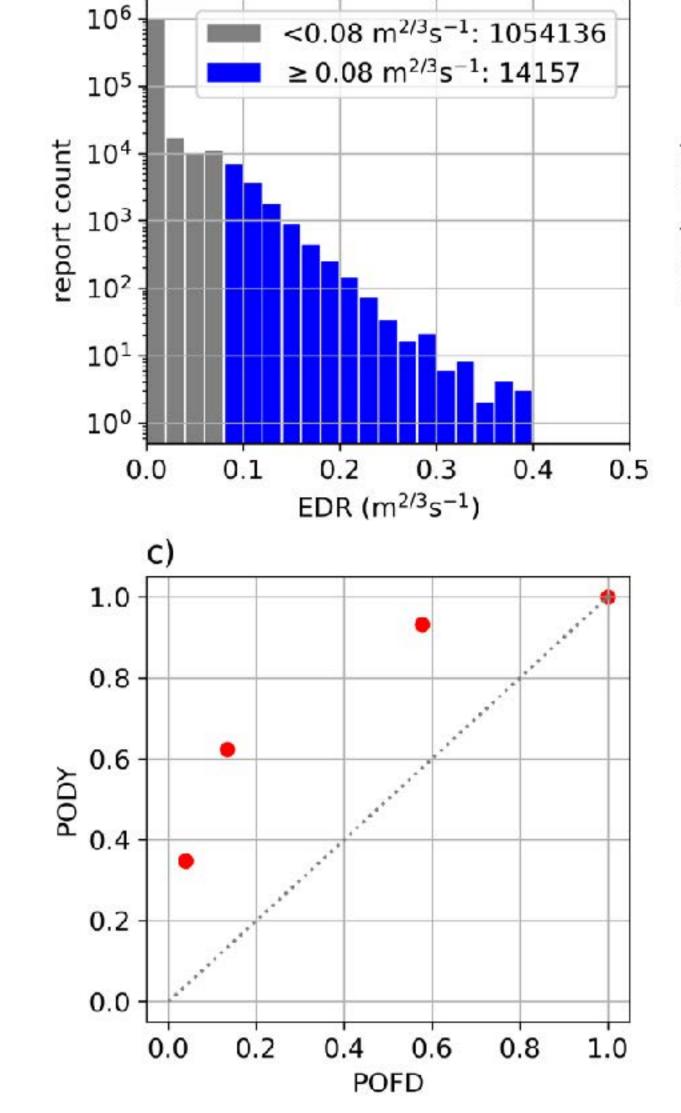


Richardson number threshold = 1

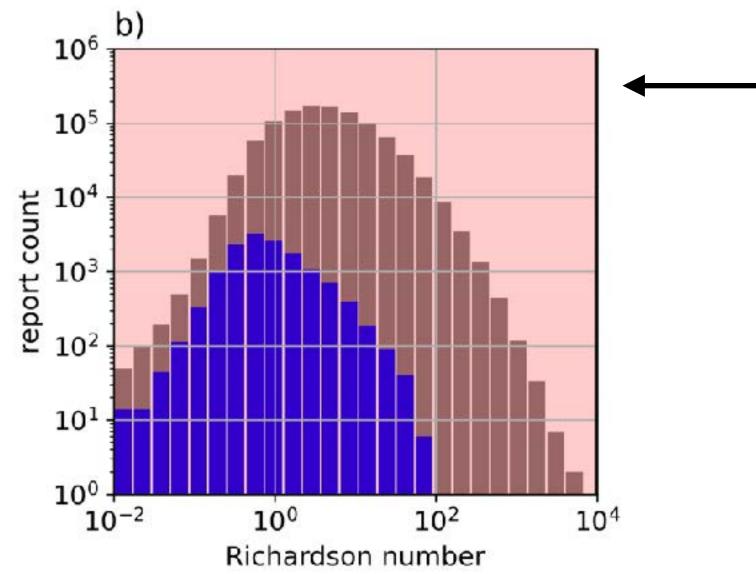




Richardson number threshold = 5

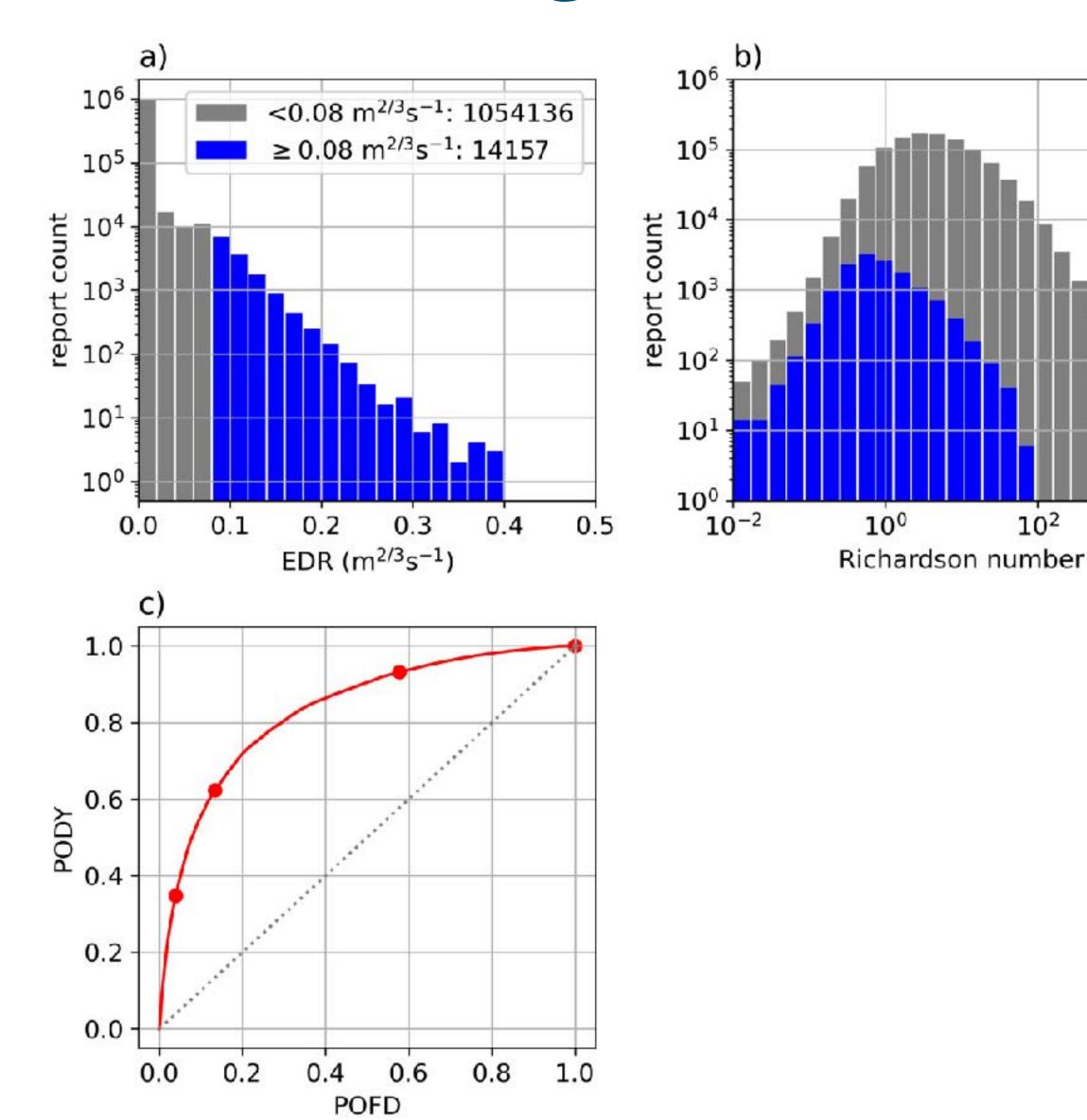


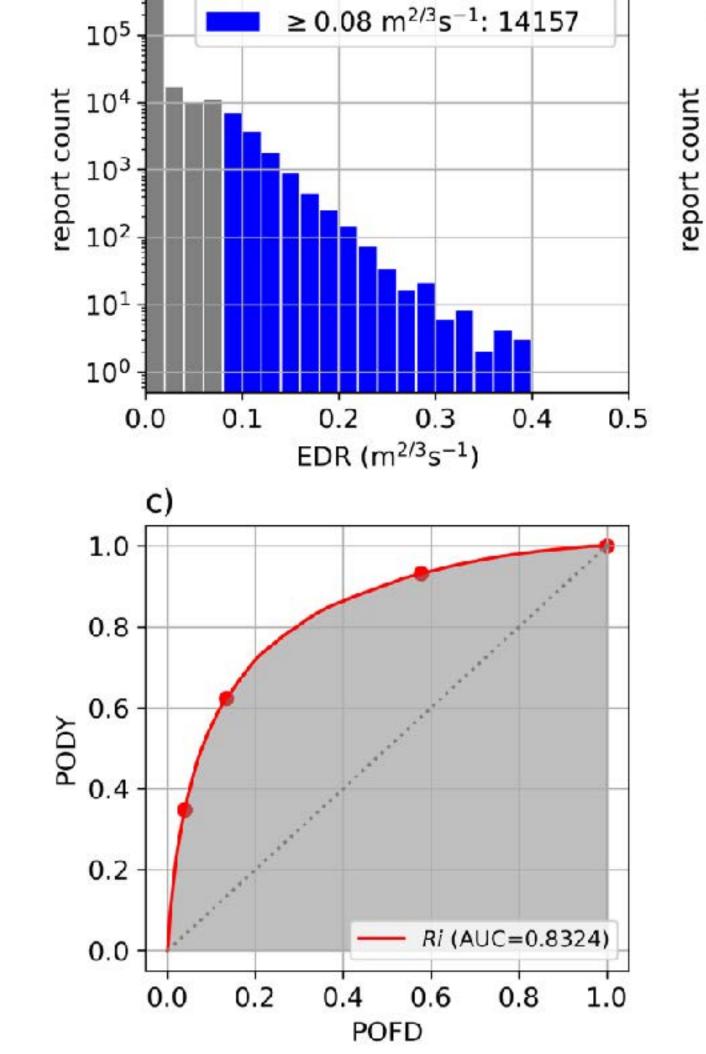
a)



Richardson number threshold = 10000

104

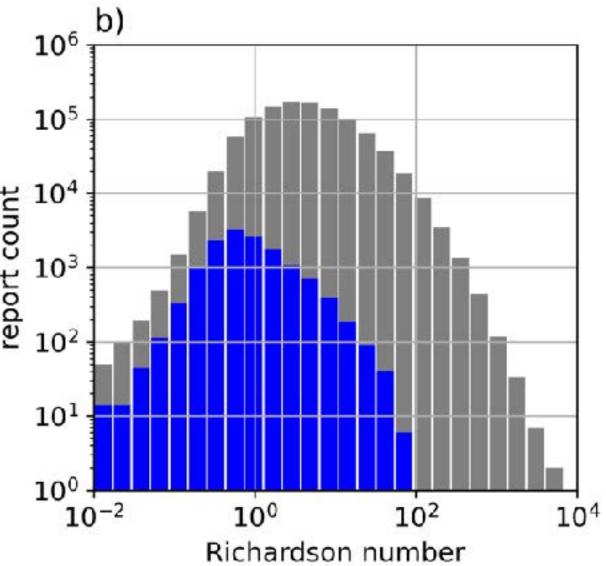




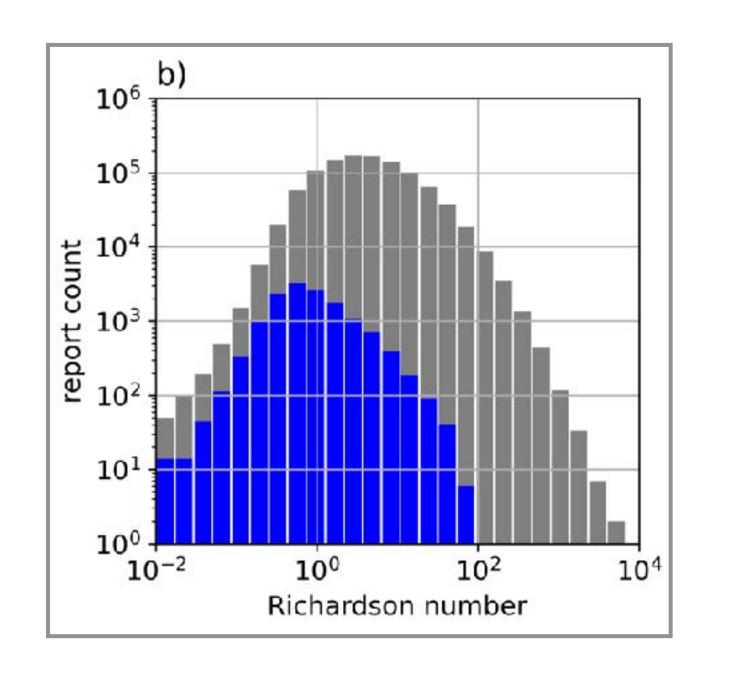
<0.08 m^{2/3}s⁻¹: 1054136

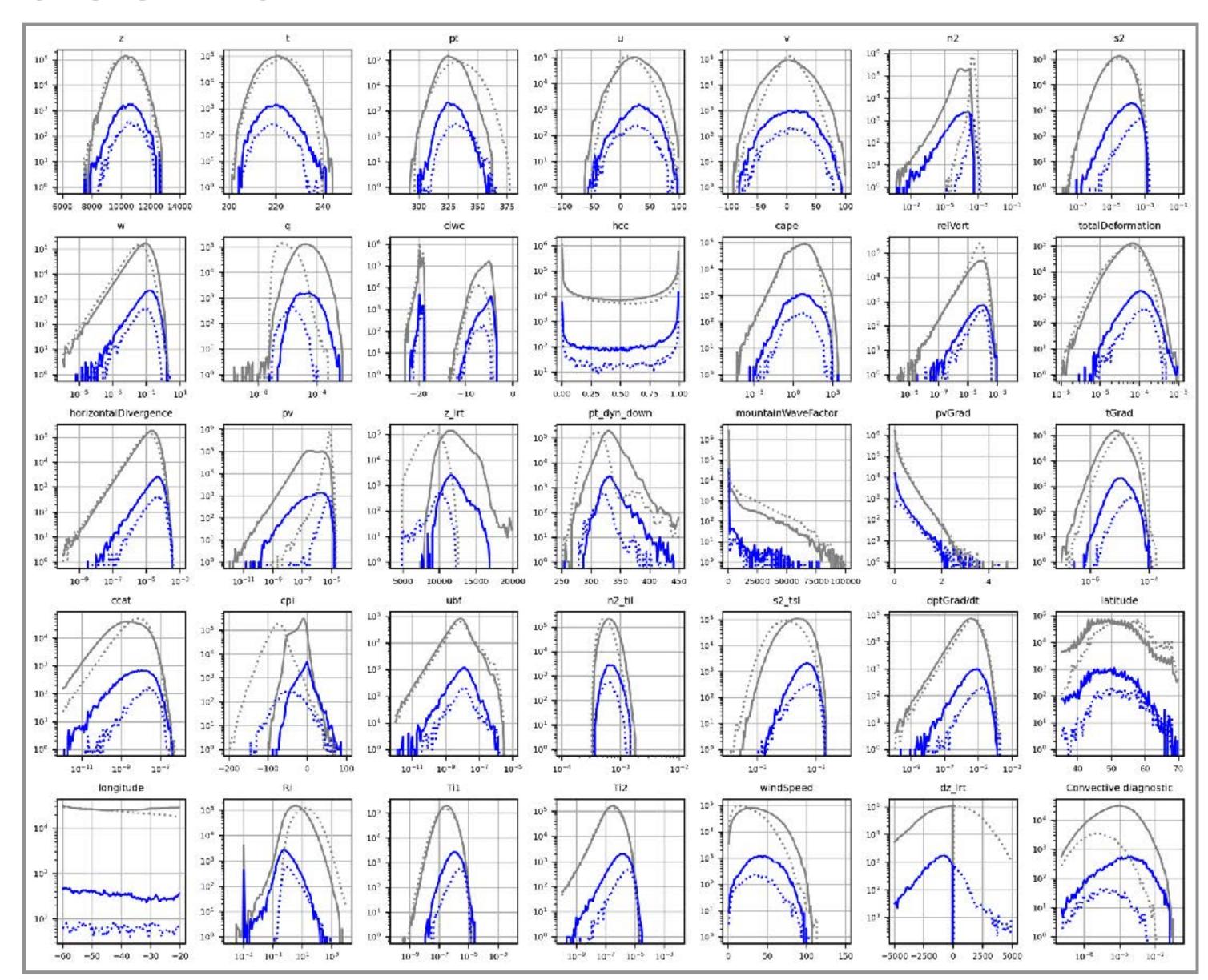
a)

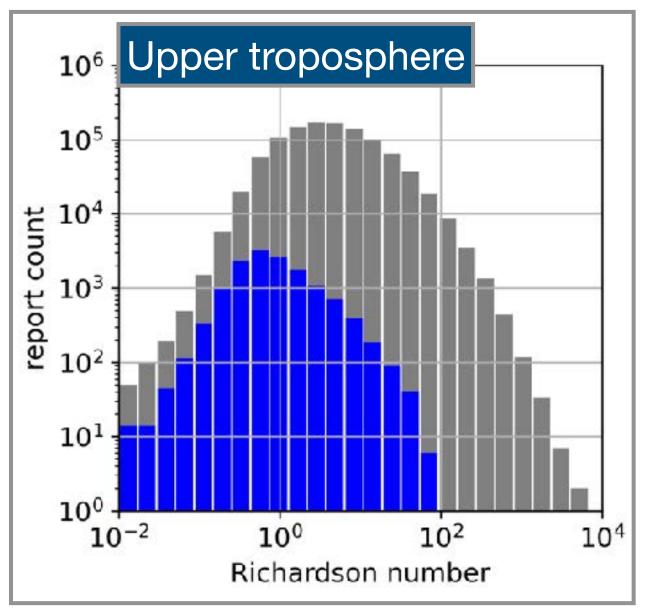
 10^{6}

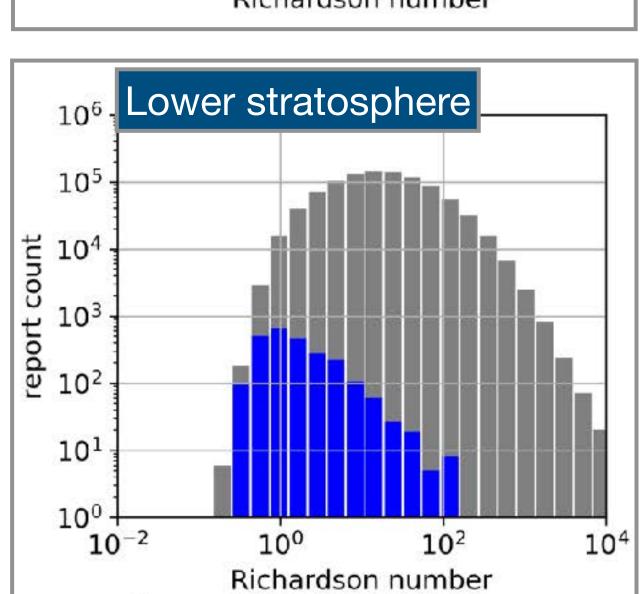


Richardson number as benchmark diagnostic: AUC as metric: 0.83

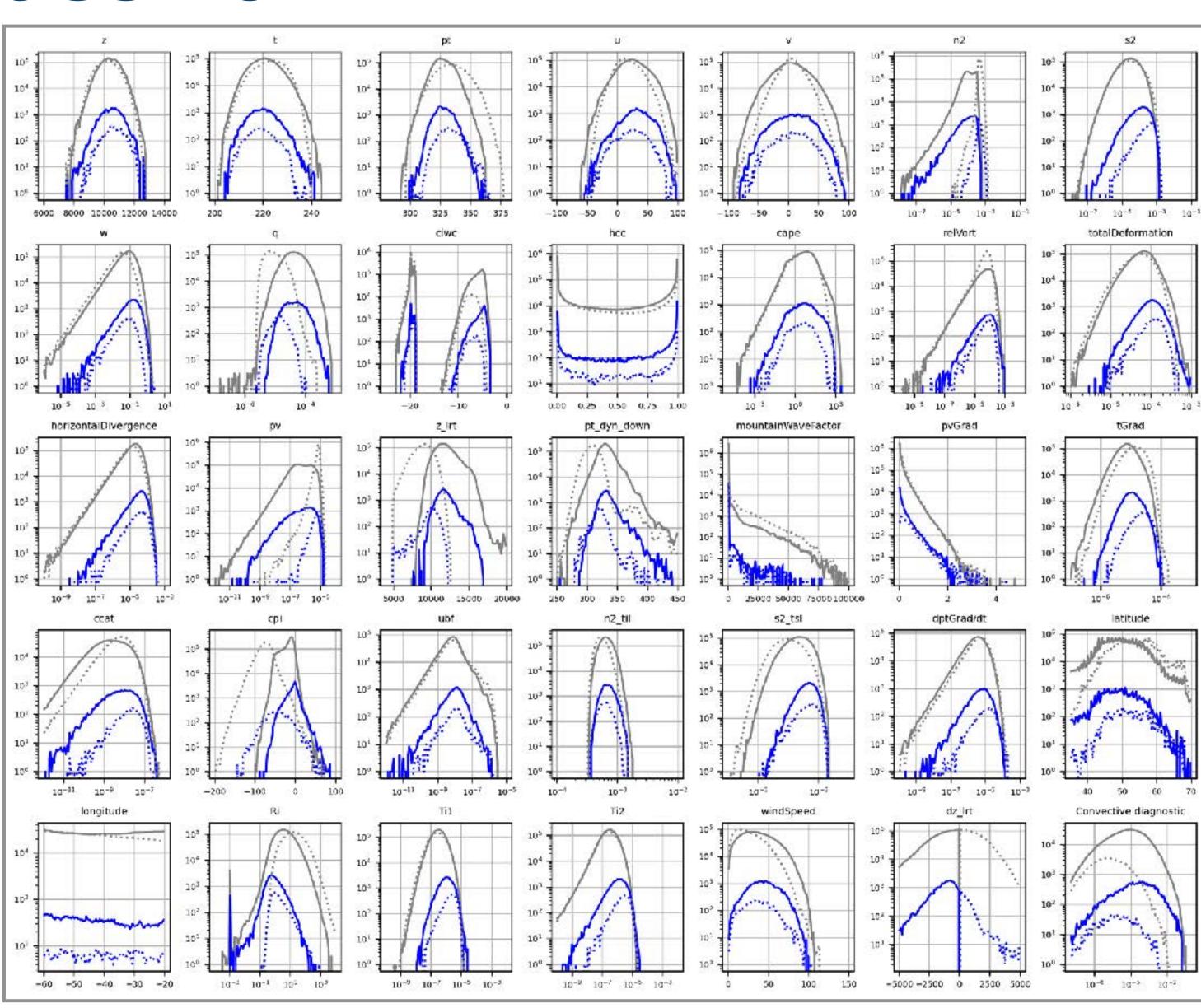










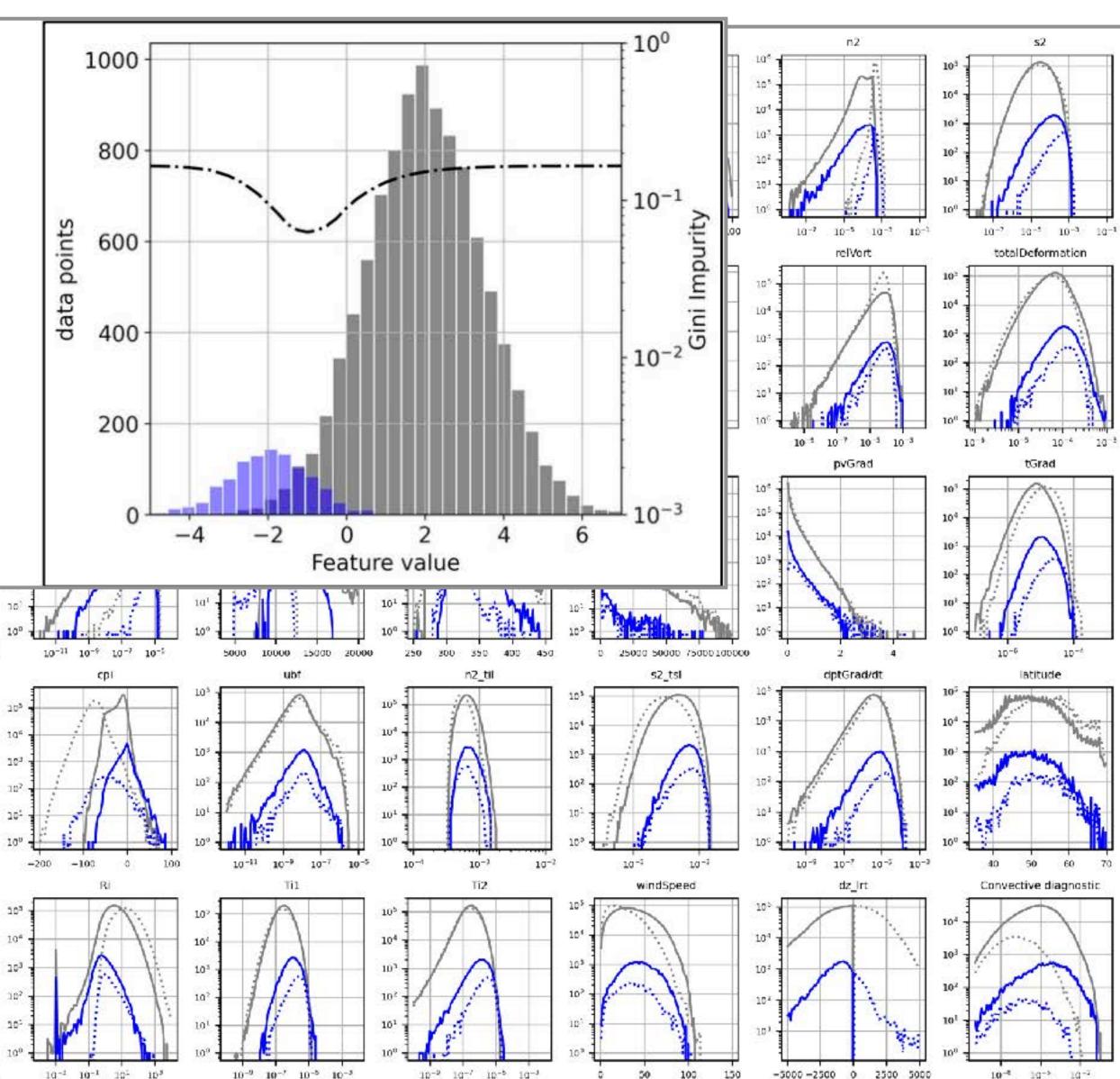


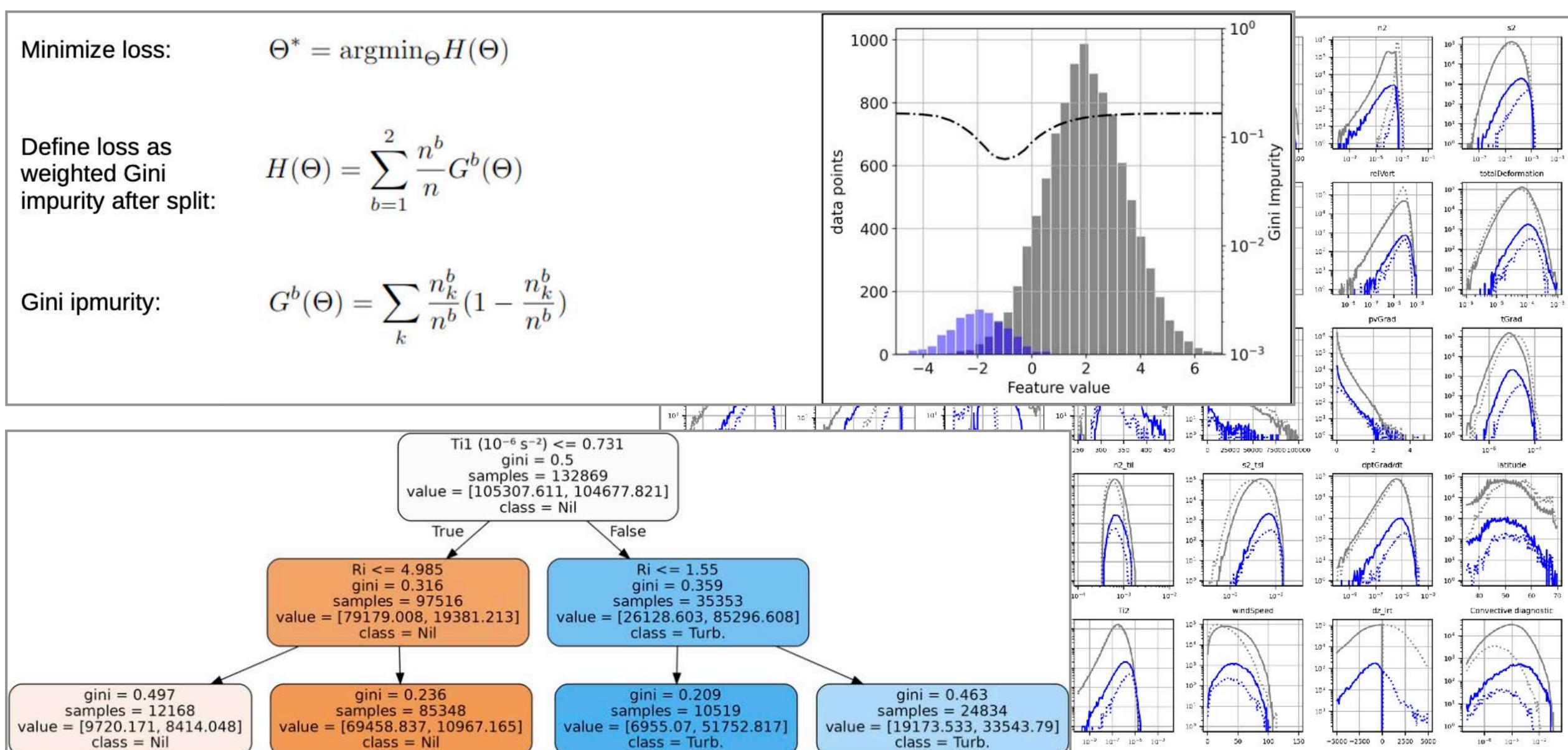
Minimize loss: $\Theta^* = \operatorname{argmin}_{\Theta} H(\Theta)$

Define loss as weighted Gini impurity after split:

$$H(\Theta) = \sum_{b=1}^{2} \frac{n^b}{n} G^b(\Theta)$$

Gini ipmurity: $G^b(\Theta) = \sum_k \frac{n_k^b}{n^b} (1 - \frac{n_k^b}{n^b})$



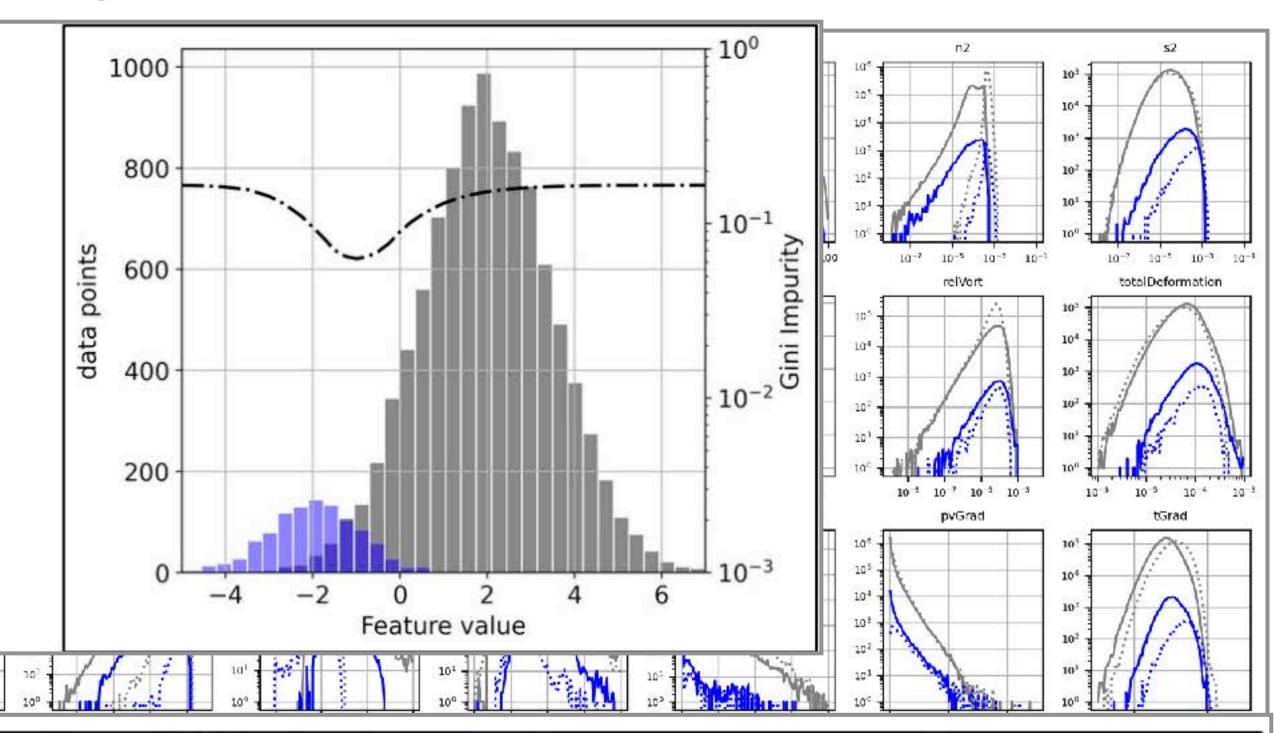


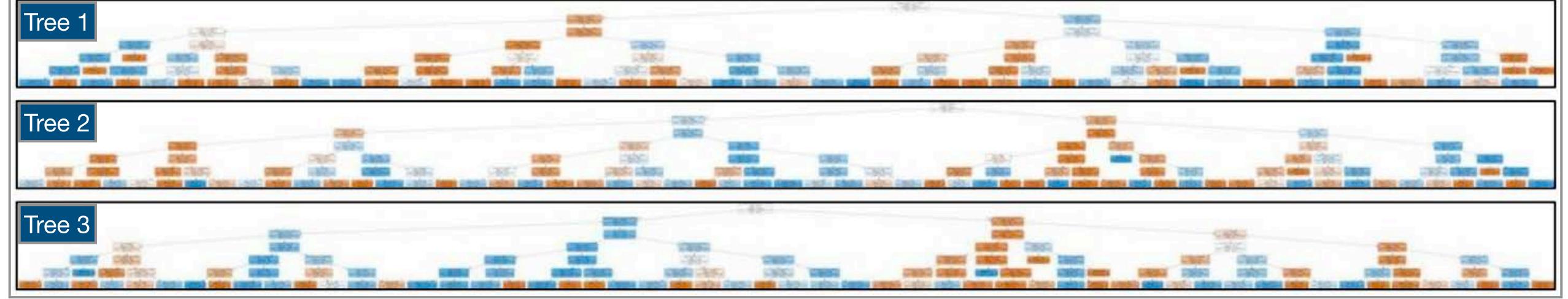
Minimize loss: $\Theta^* = \mathrm{argmin}_{\Theta} H(\Theta)$

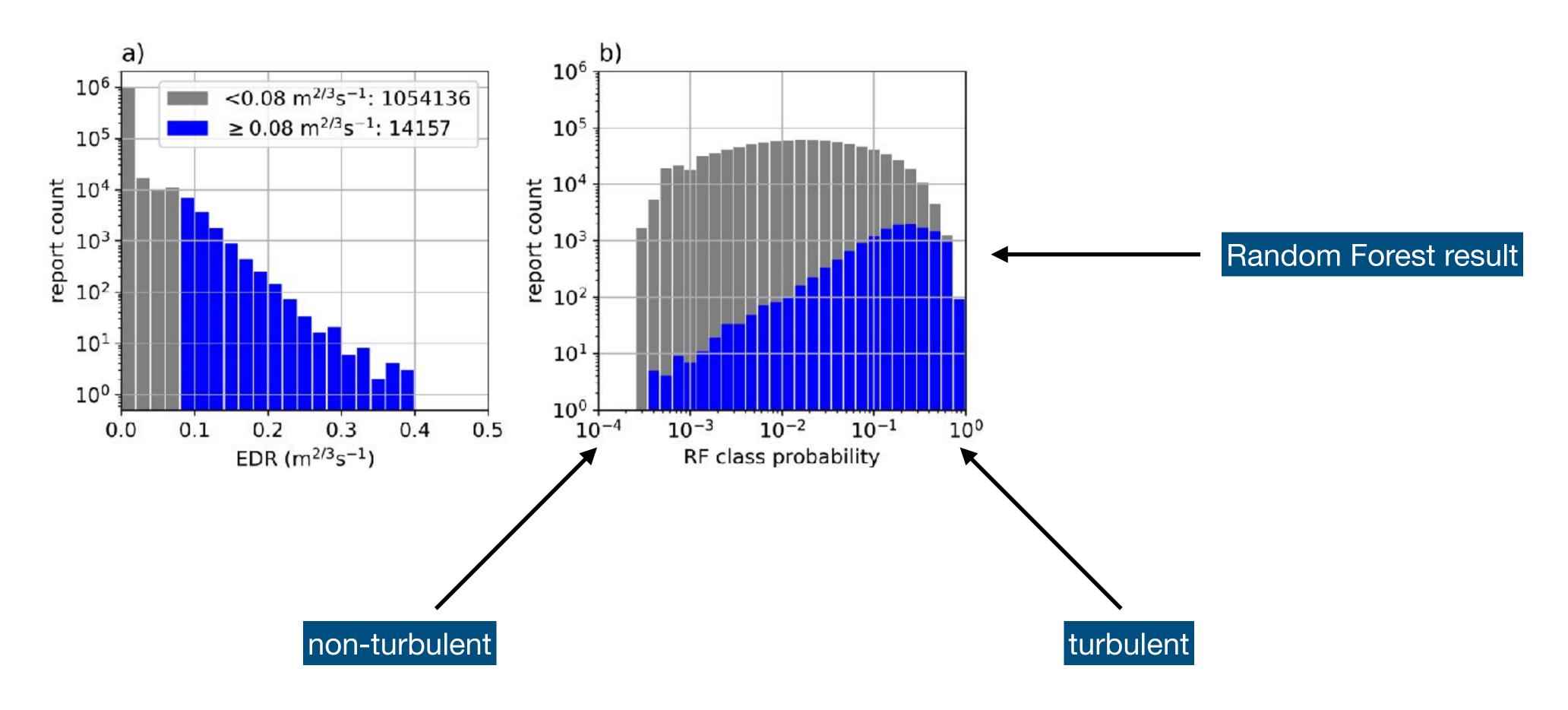
Define loss as weighted Gini impurity after split:

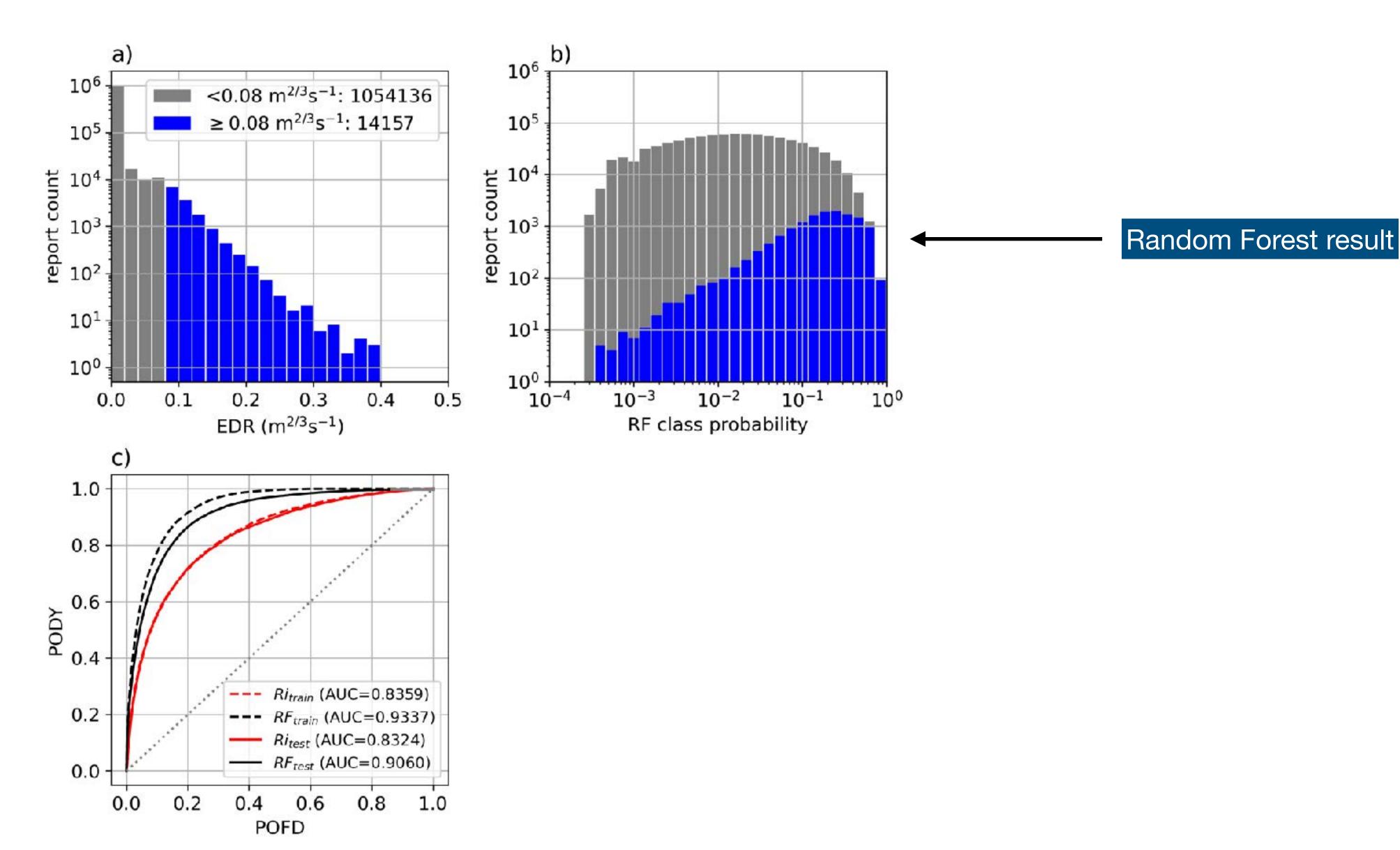
$$H(\Theta) = \sum_{b=1}^{2} \frac{n^b}{n} G^b(\Theta)$$

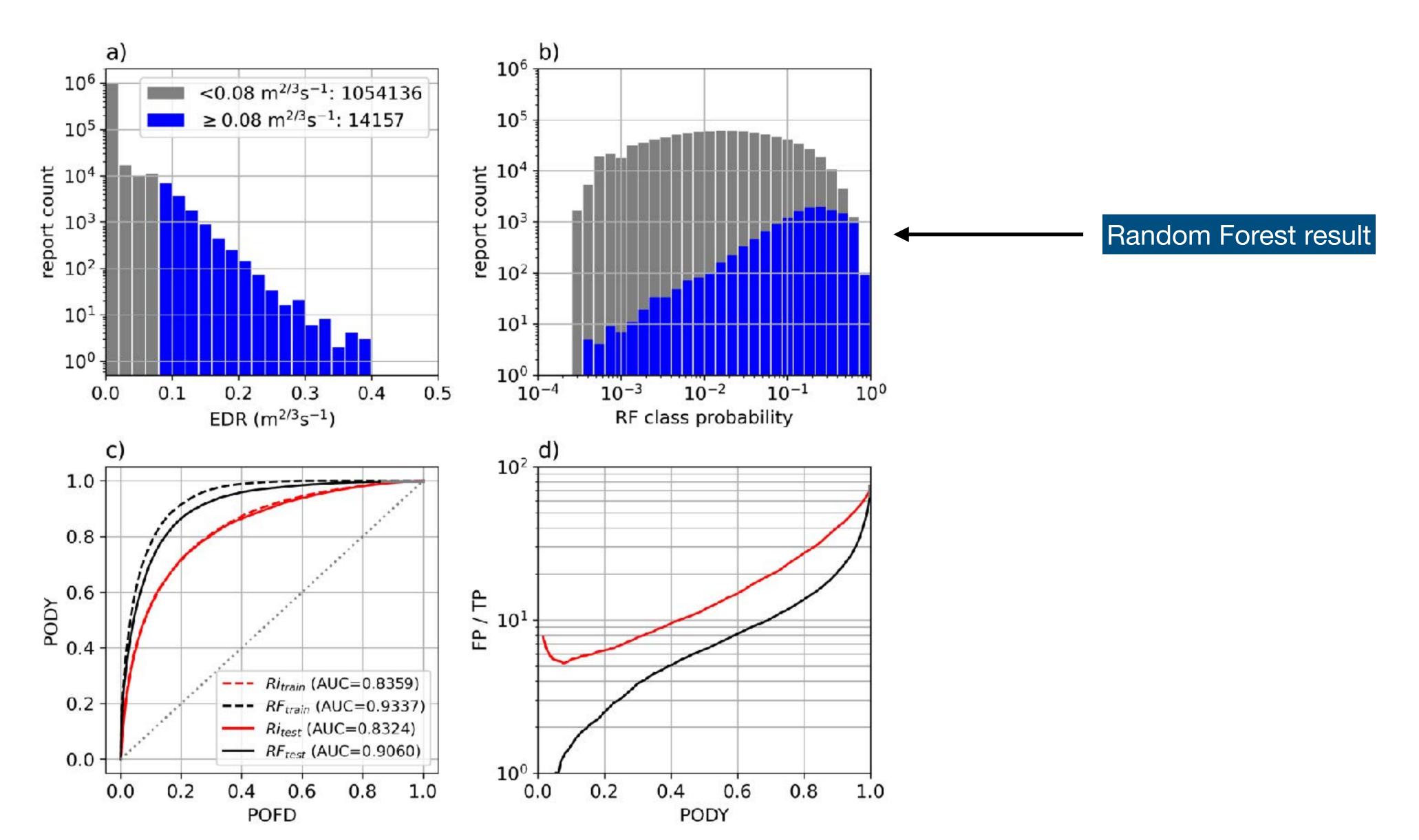
Gini ipmurity: $G^b(\Theta) = \sum_k \frac{n_k^b}{n^b} (1 - \frac{n_k^b}{n^b})$



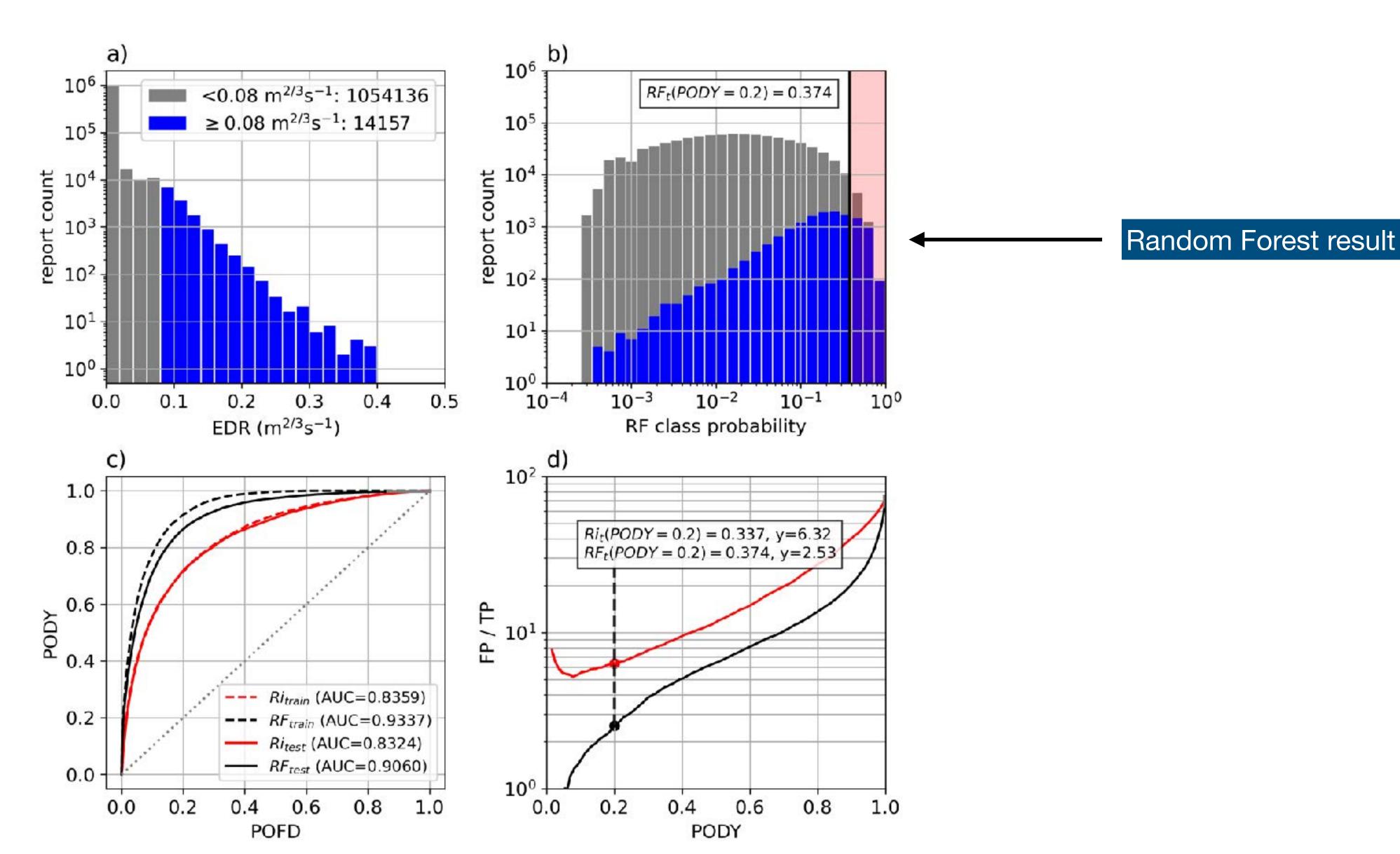


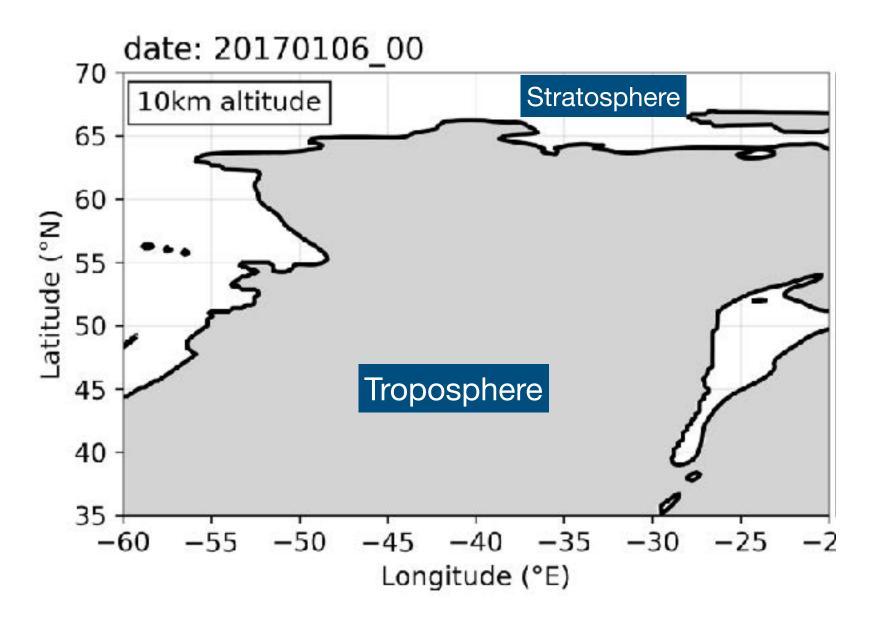


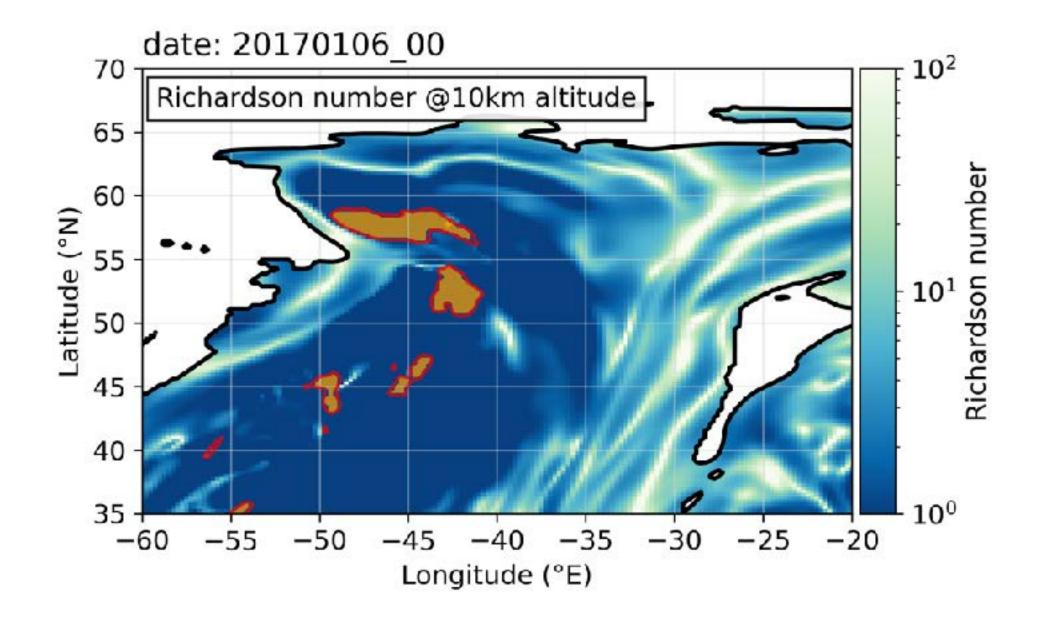


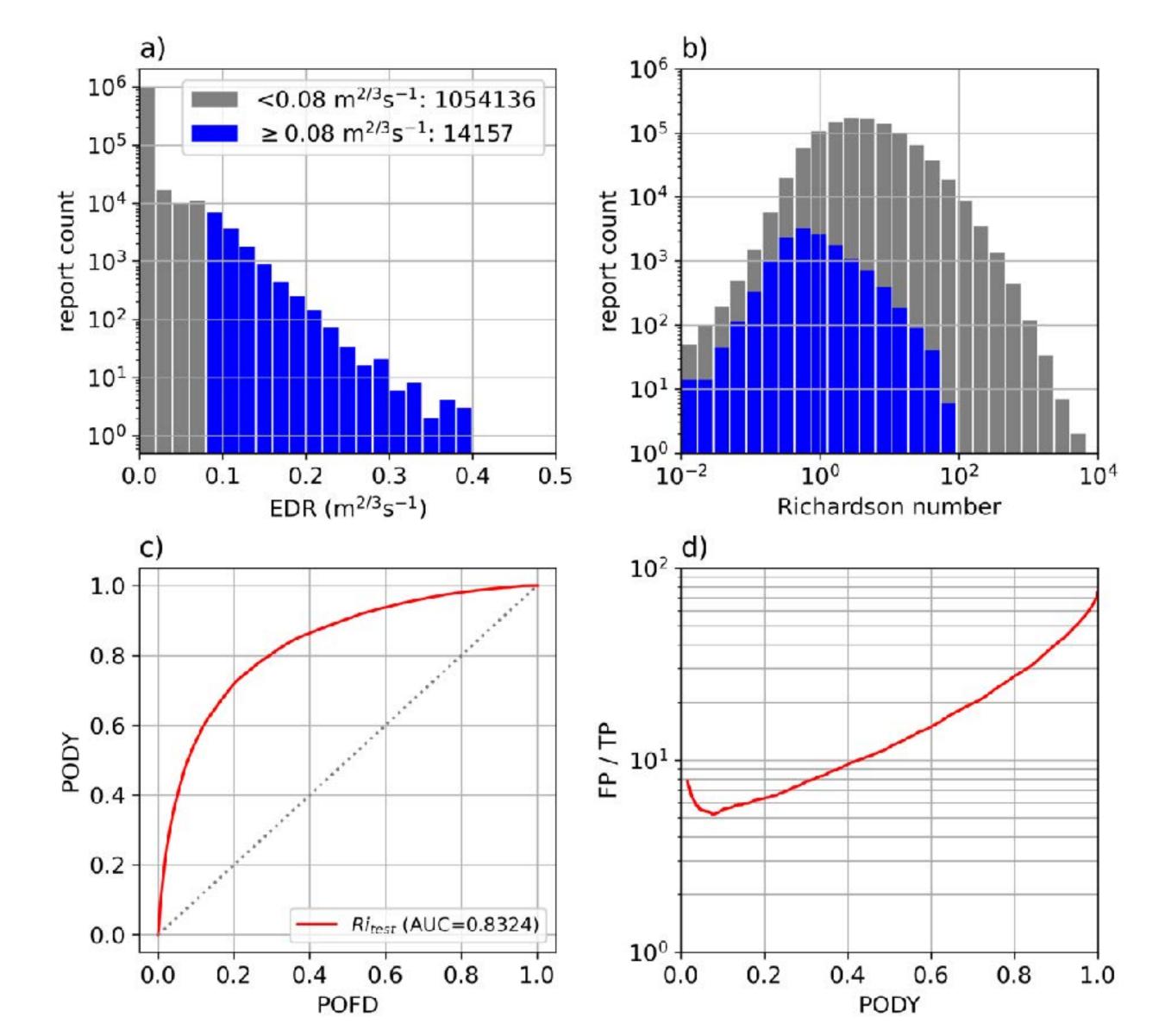


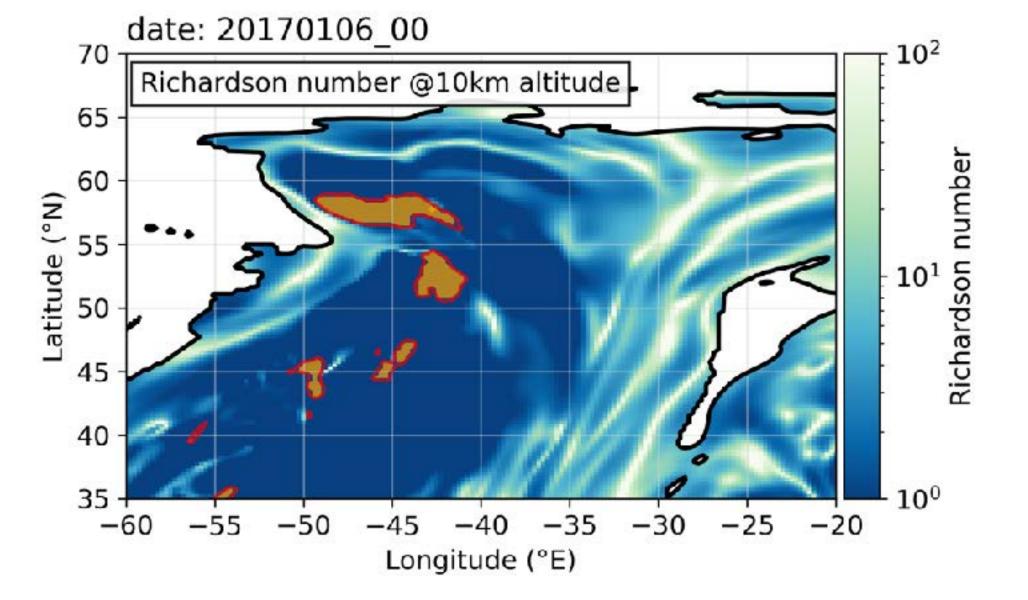
Random Forest Classifier

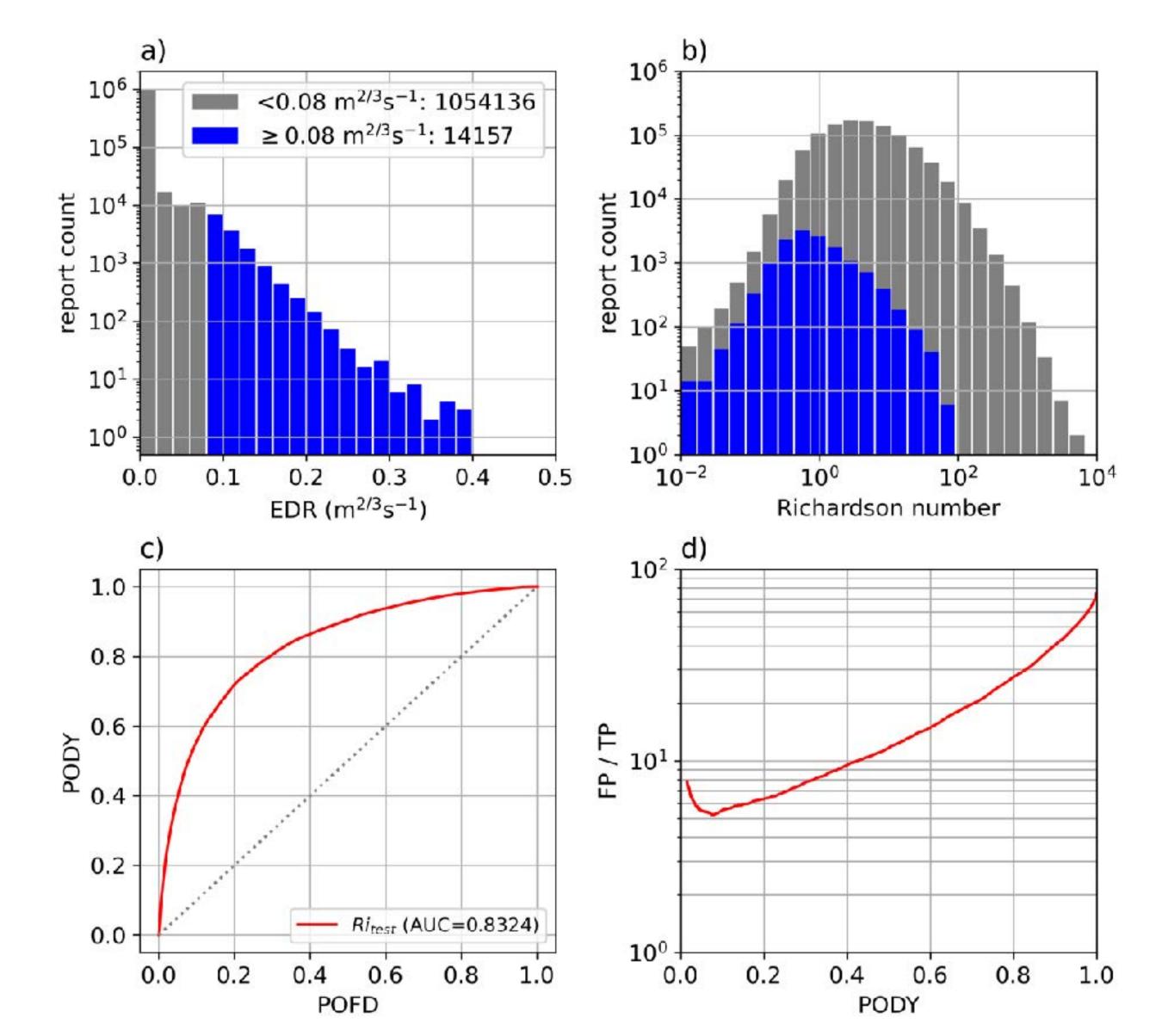


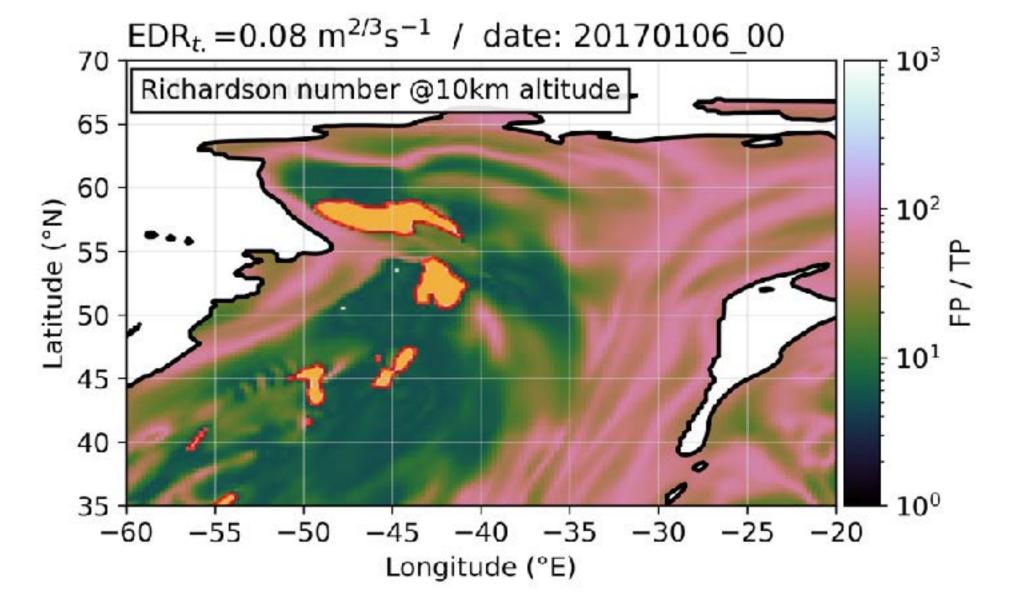


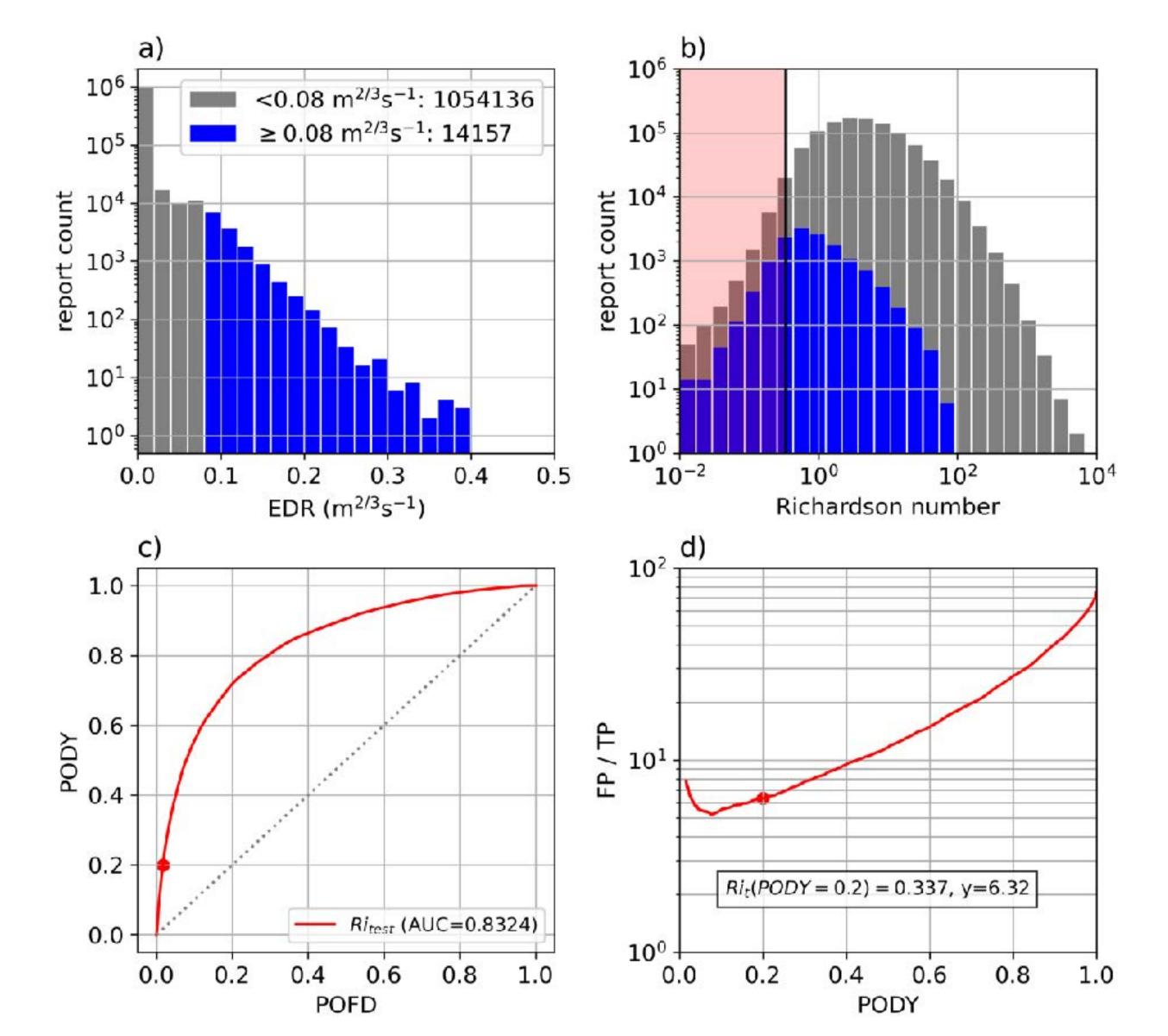


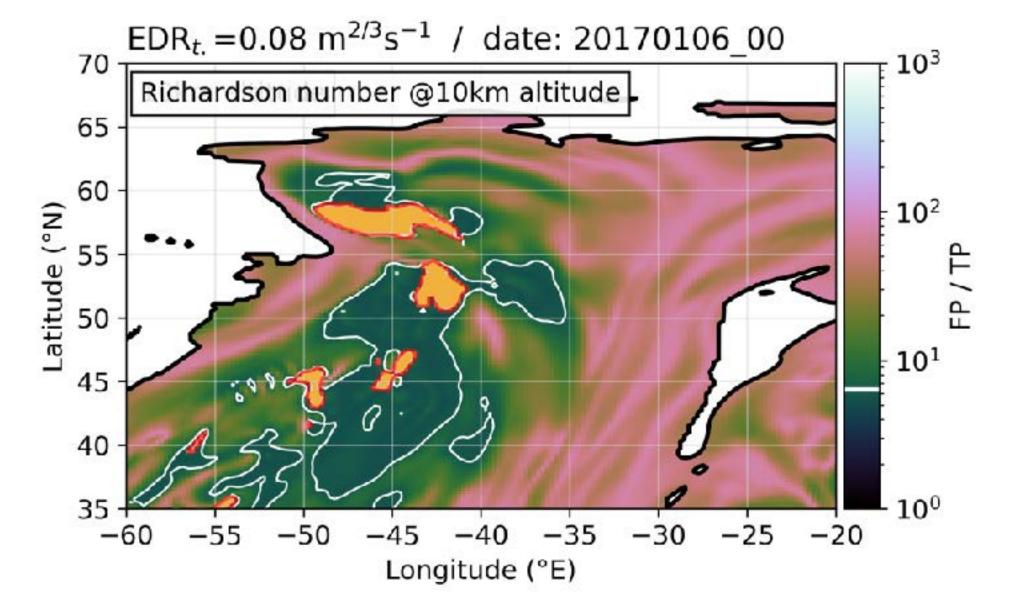


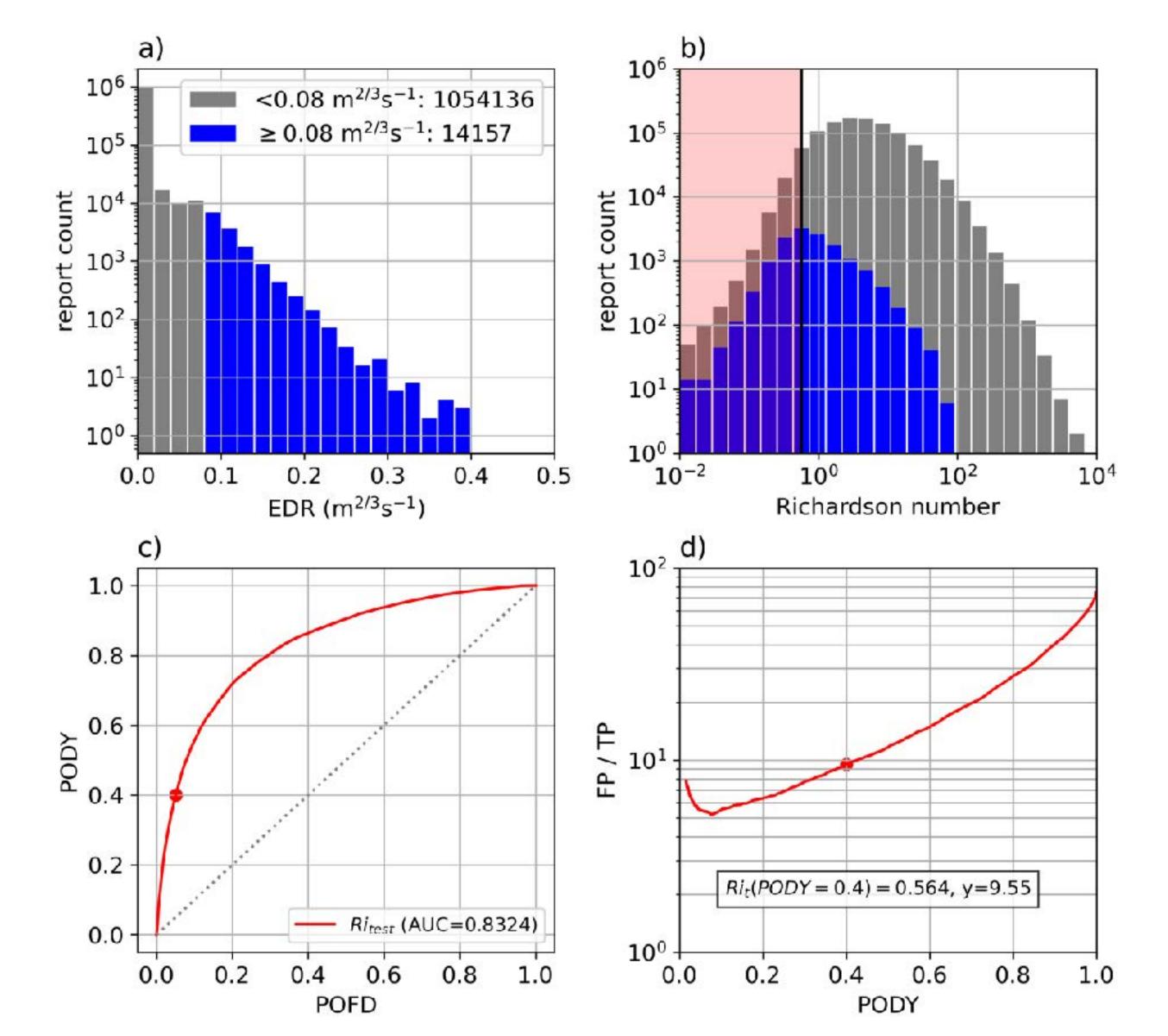


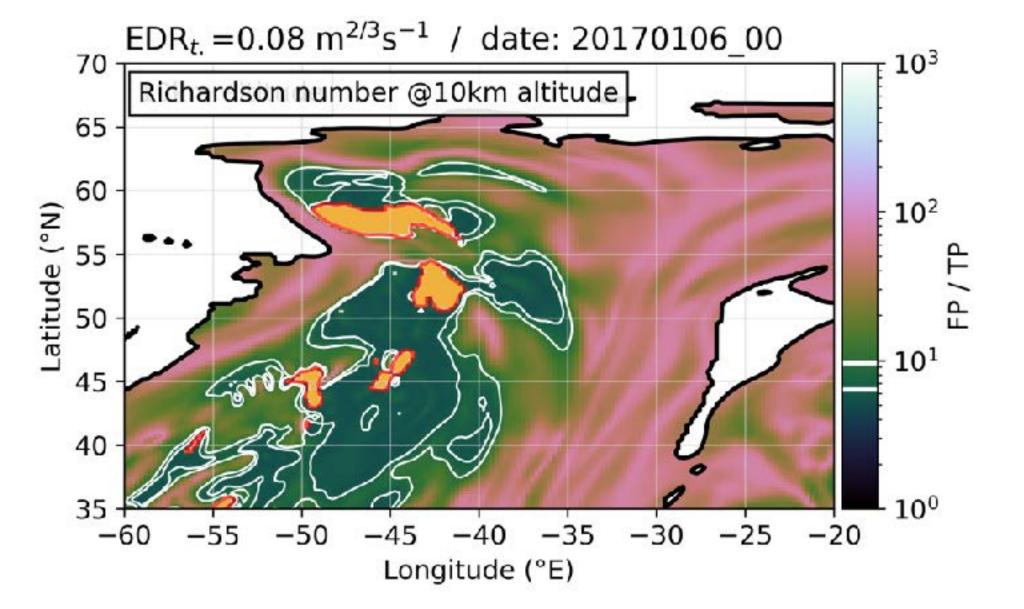


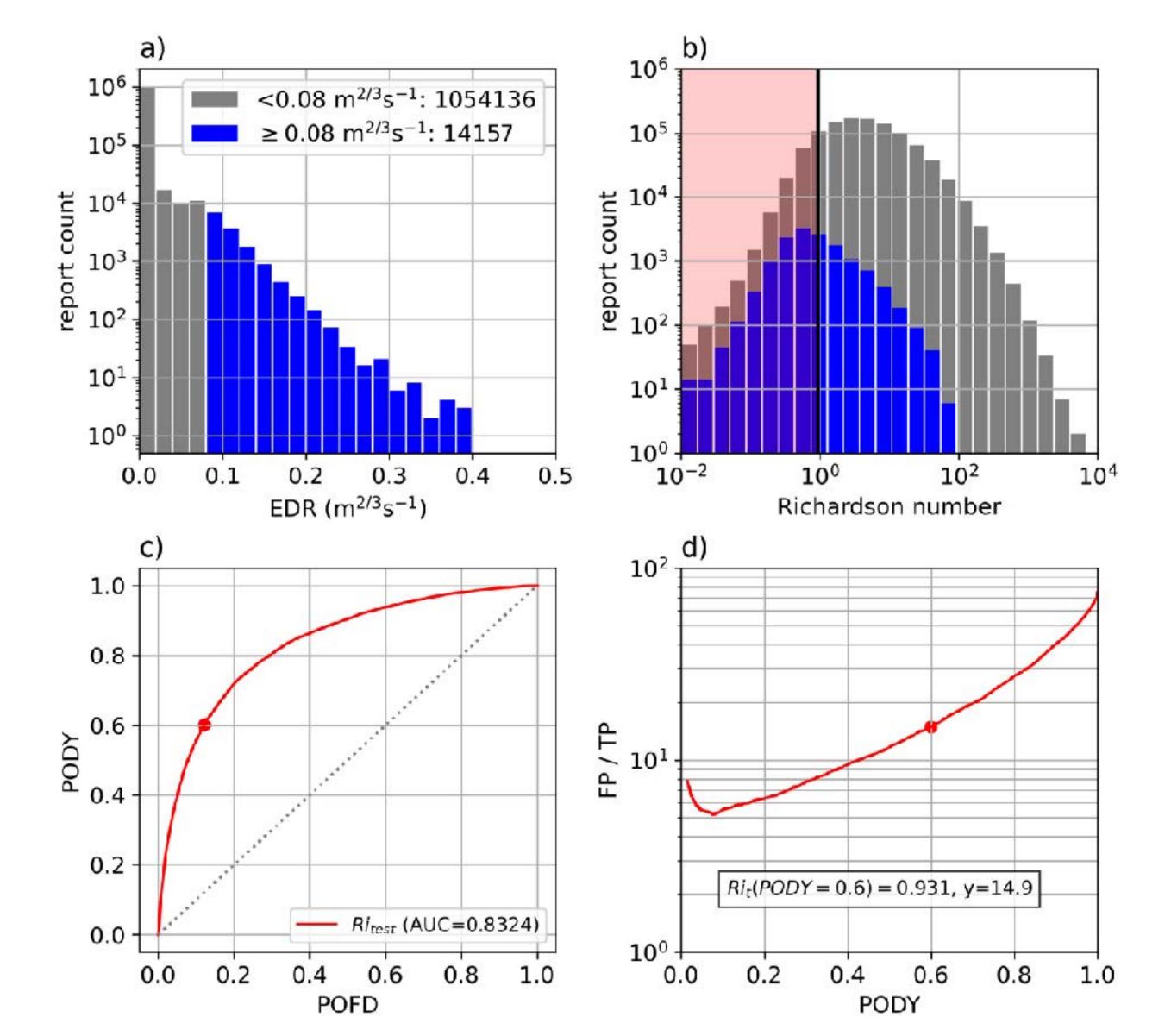


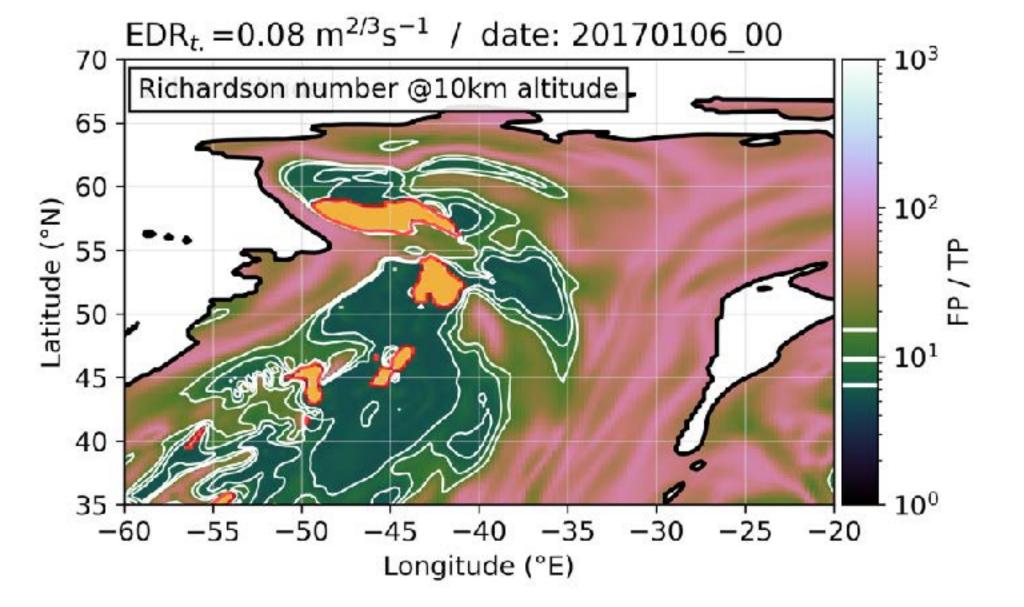


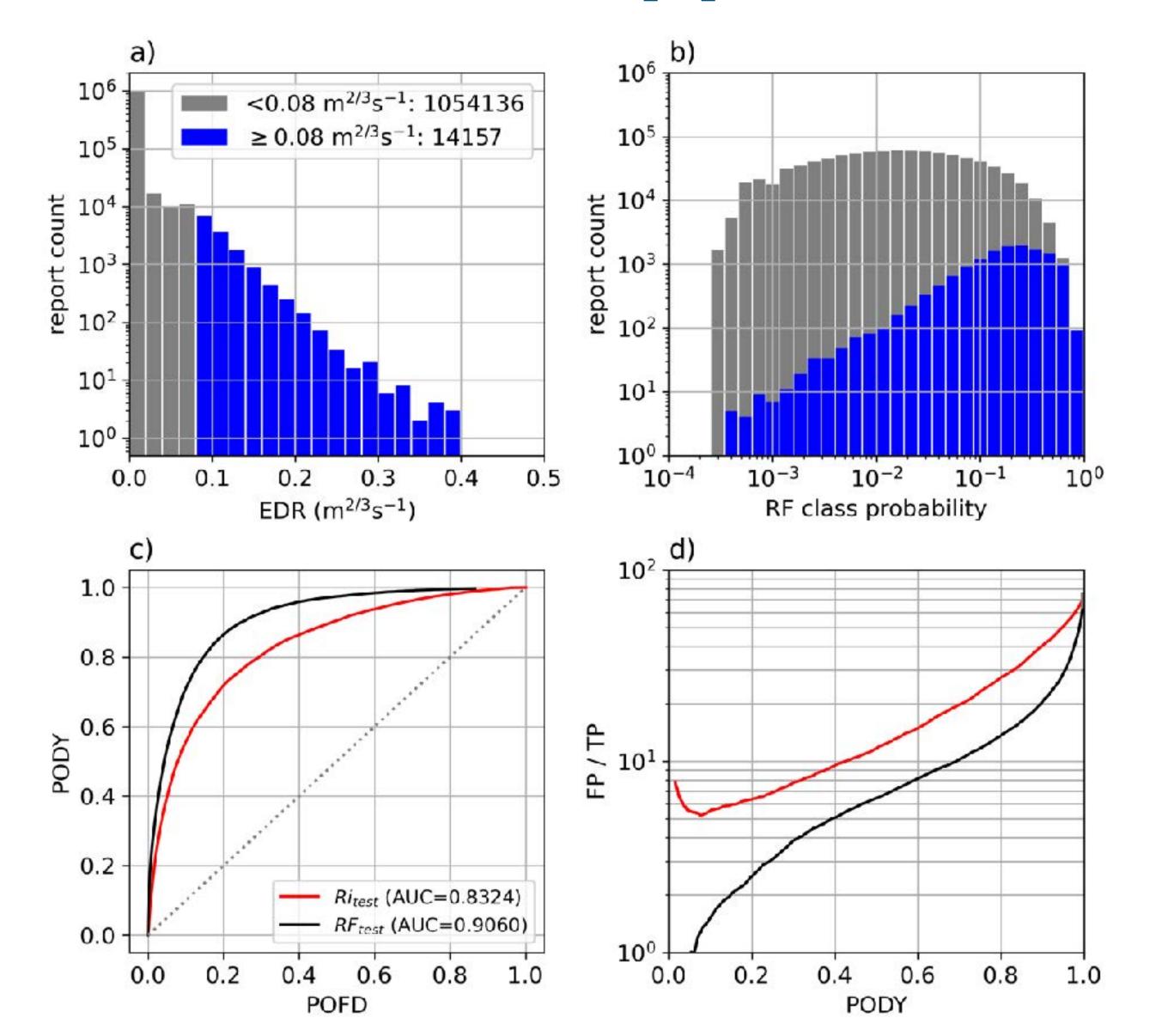


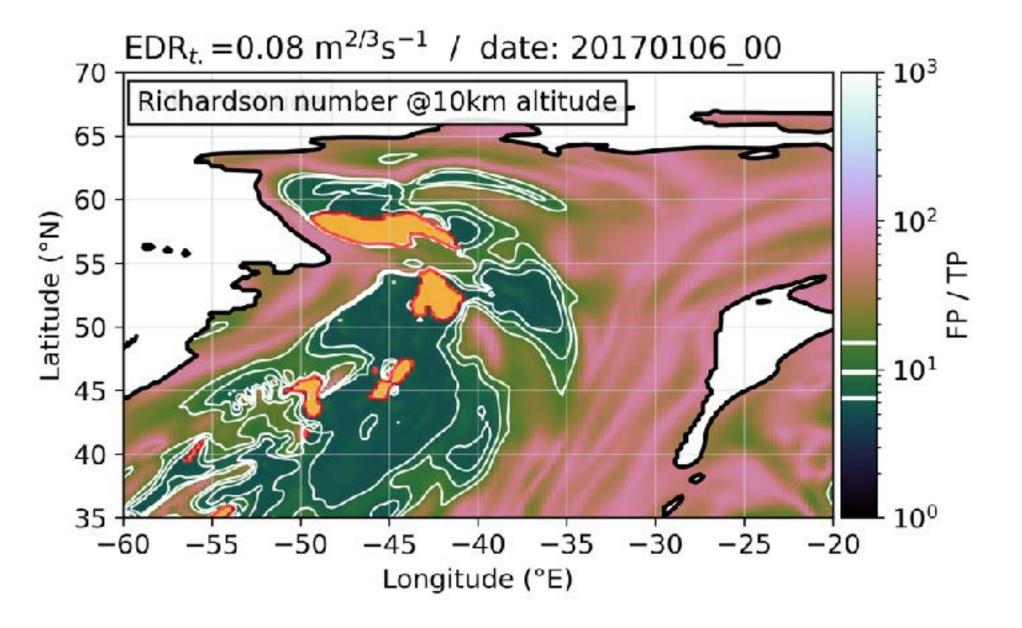


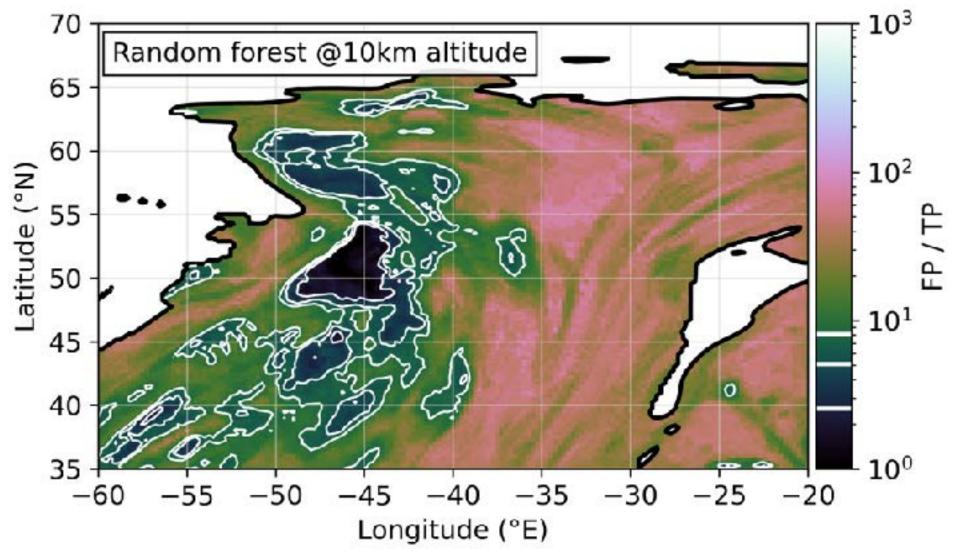


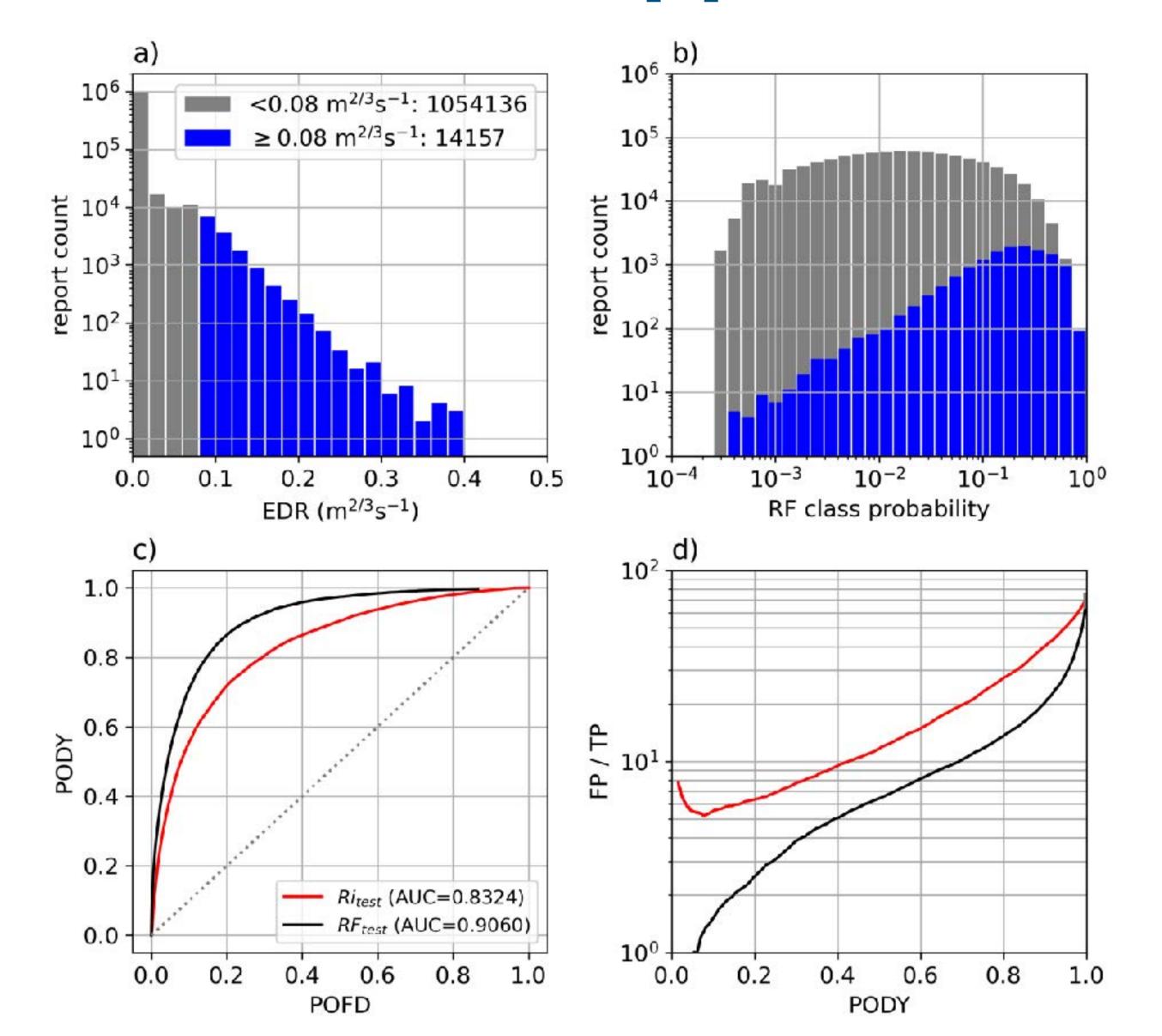


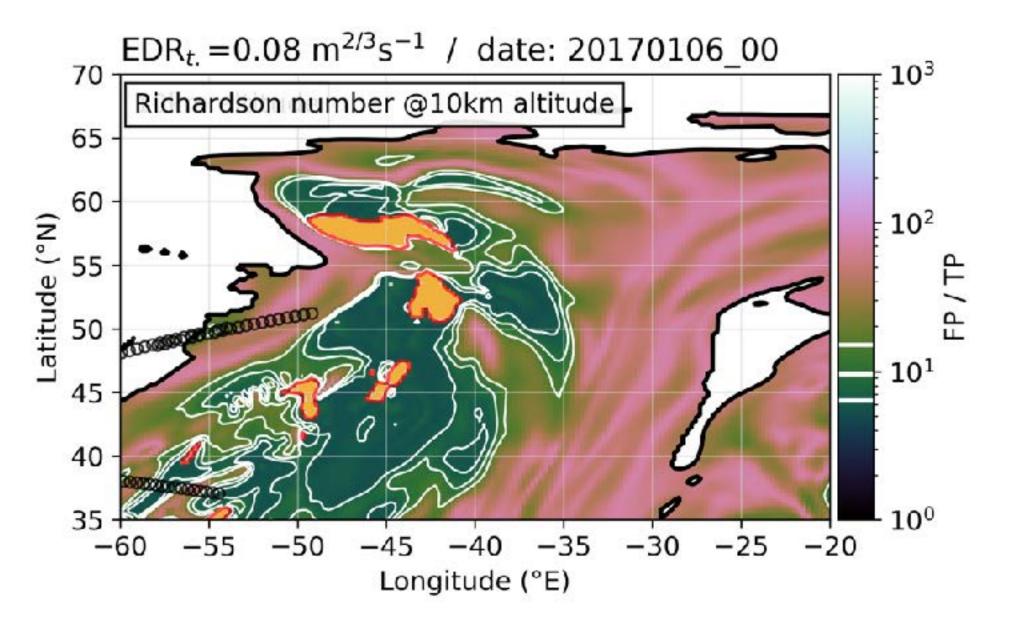


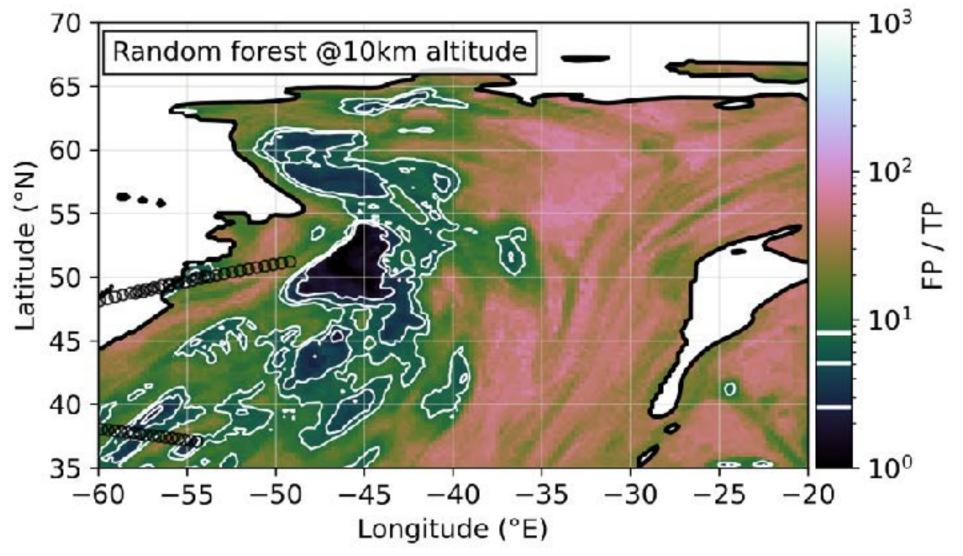


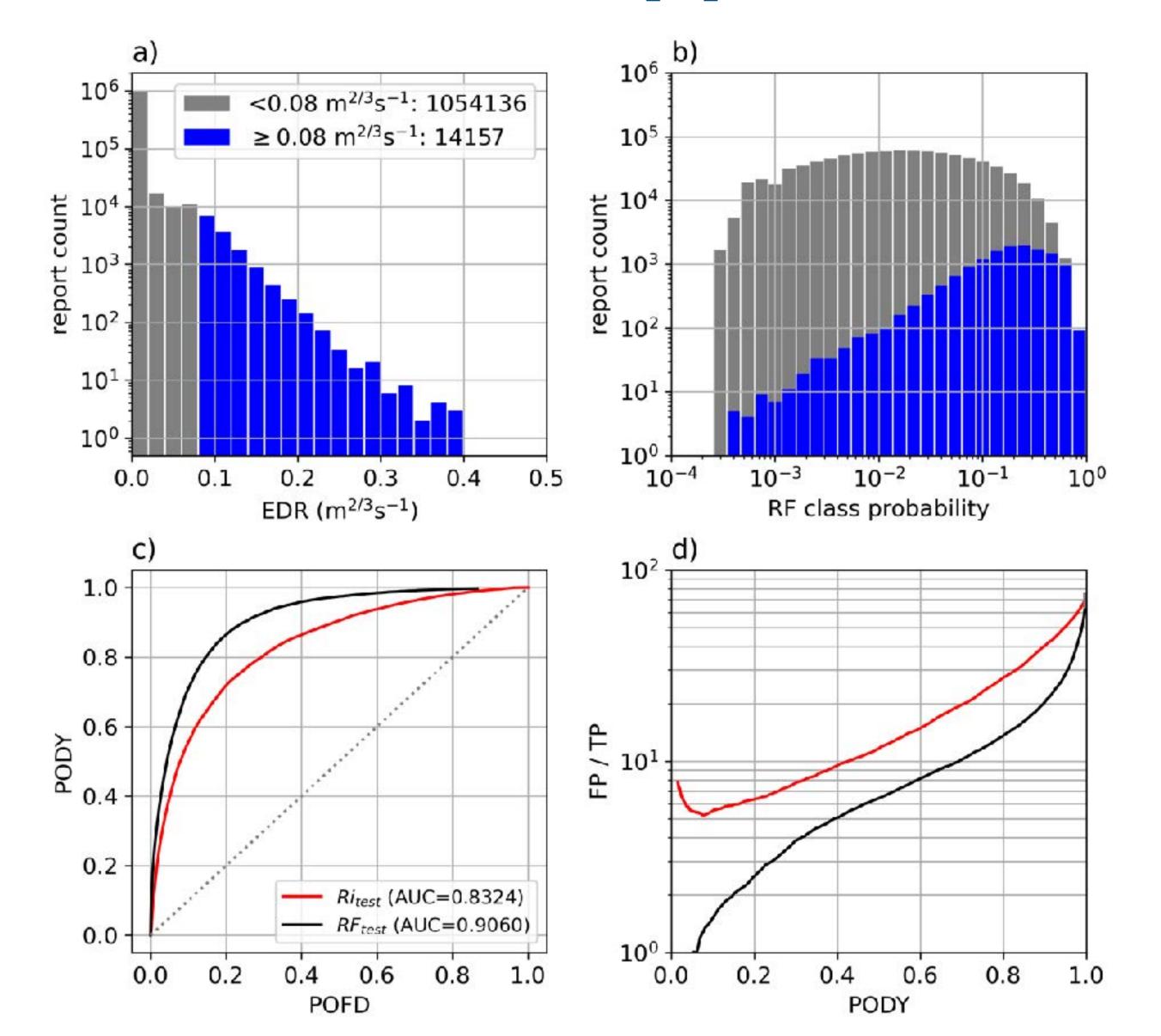


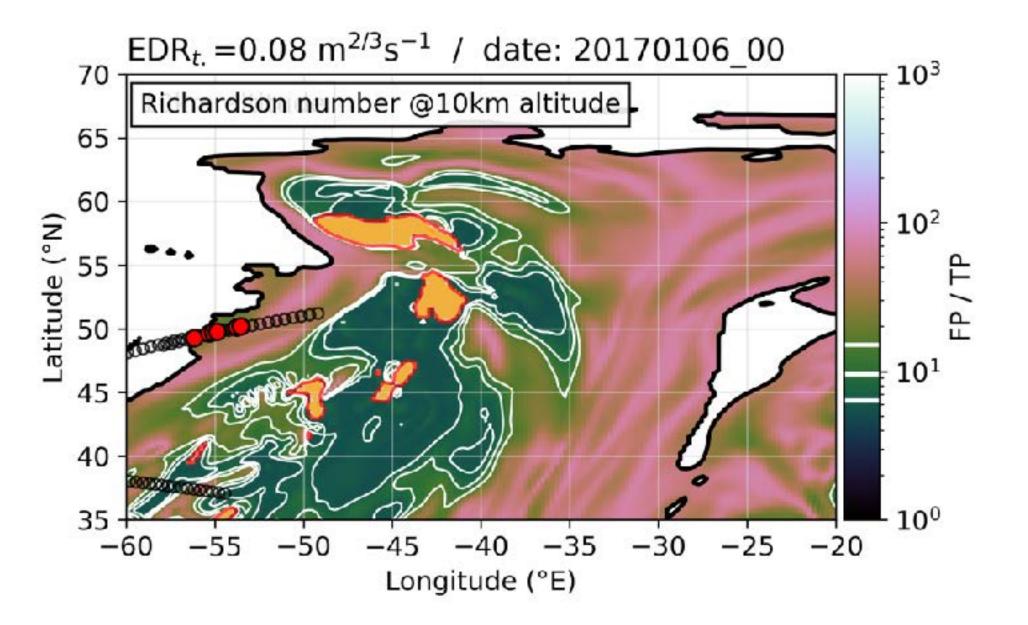


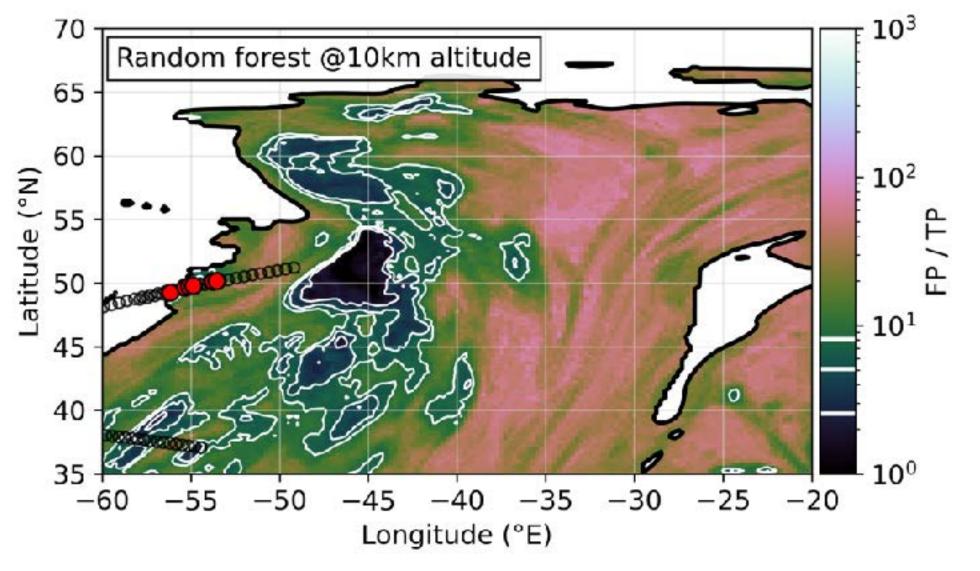


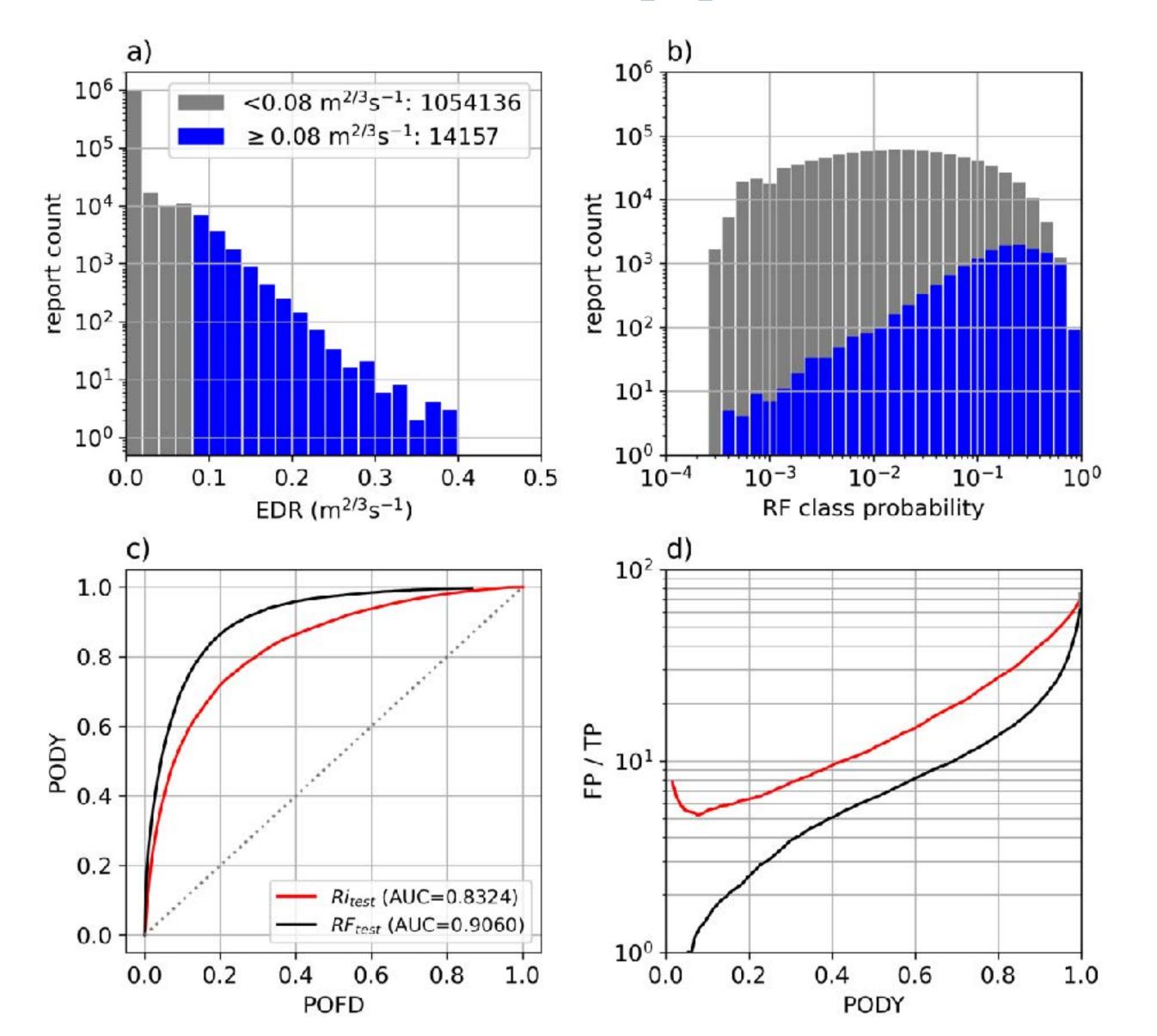


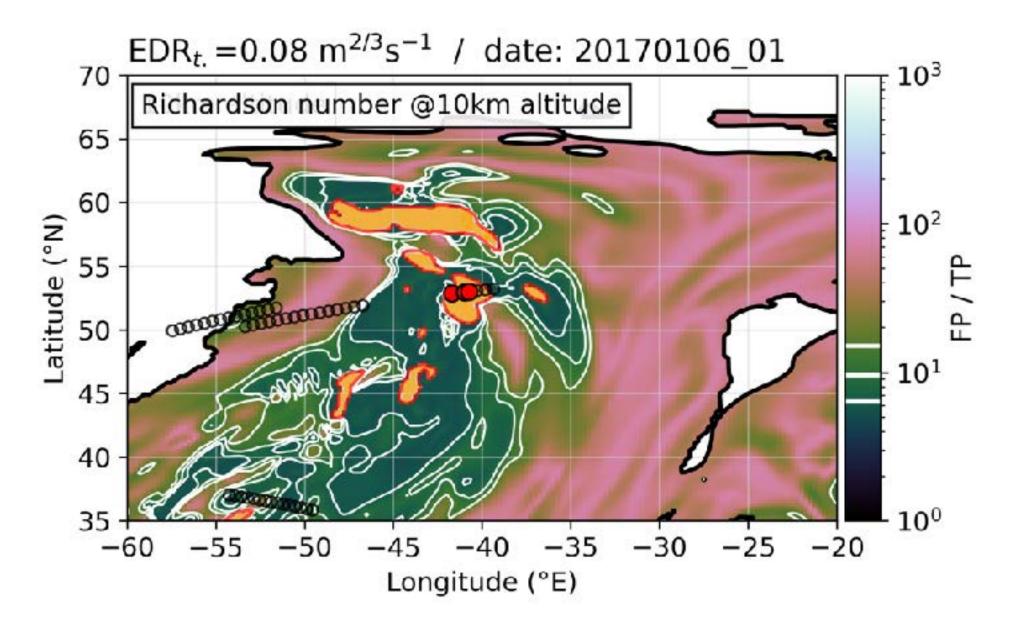


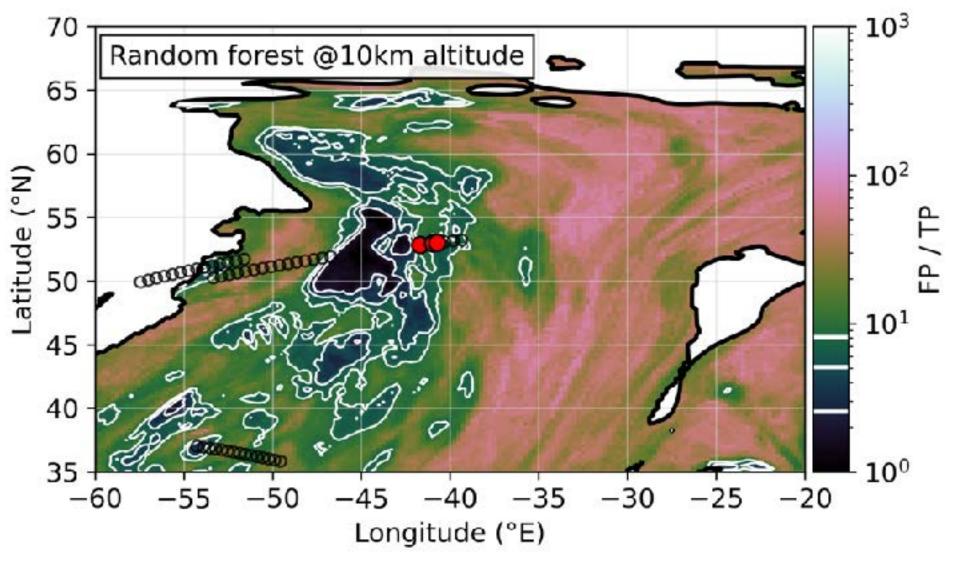


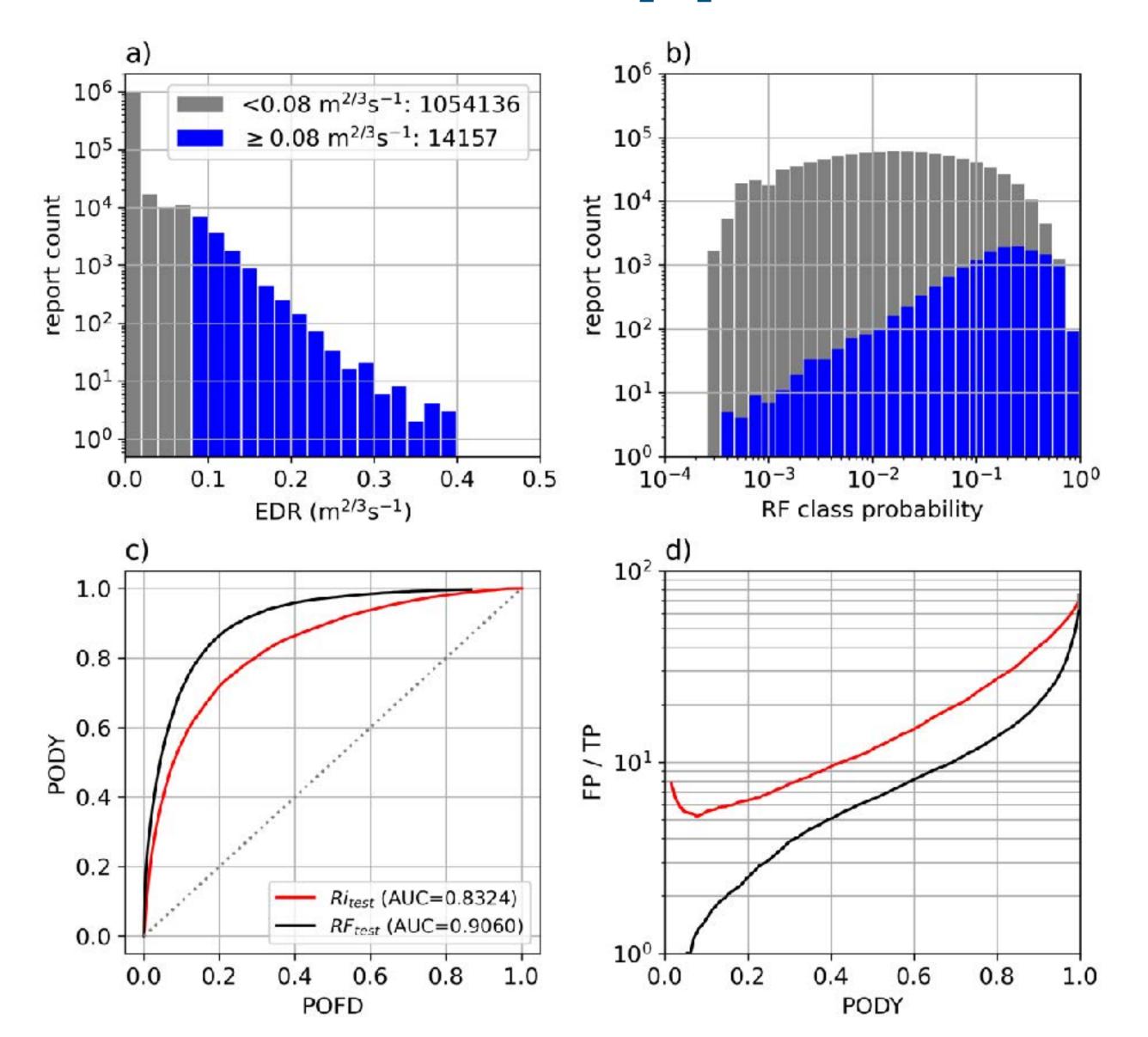


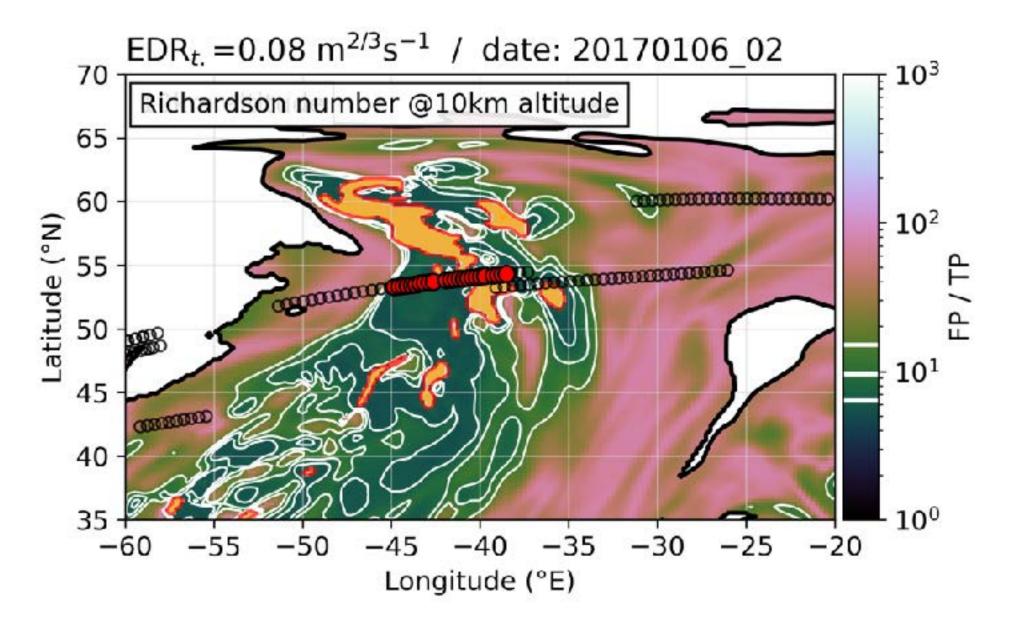


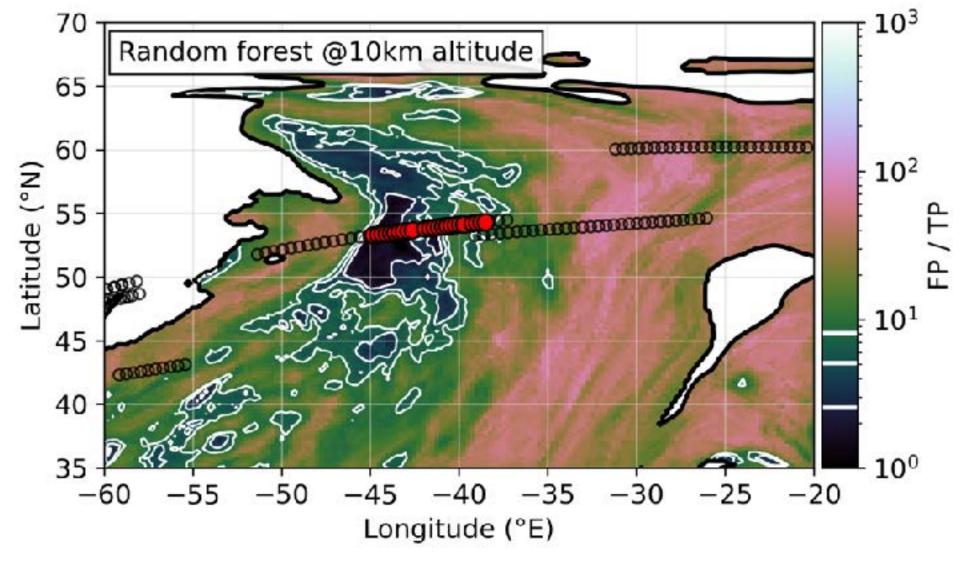


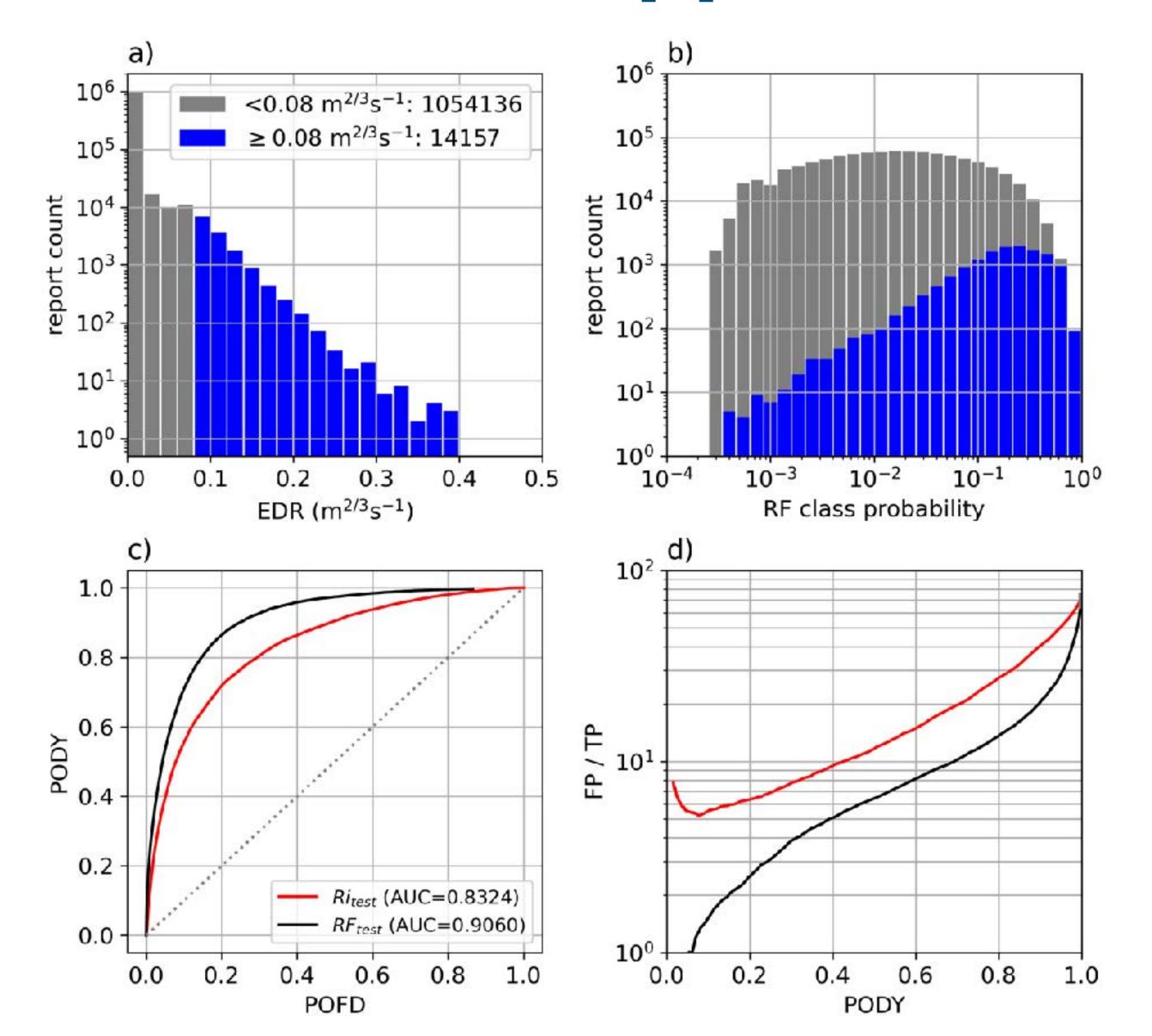


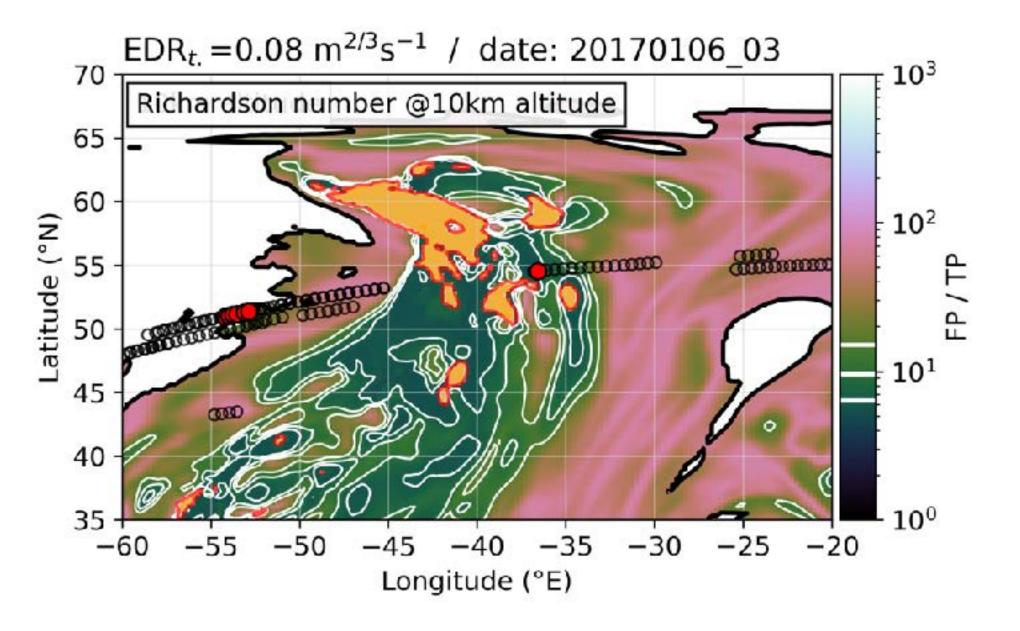


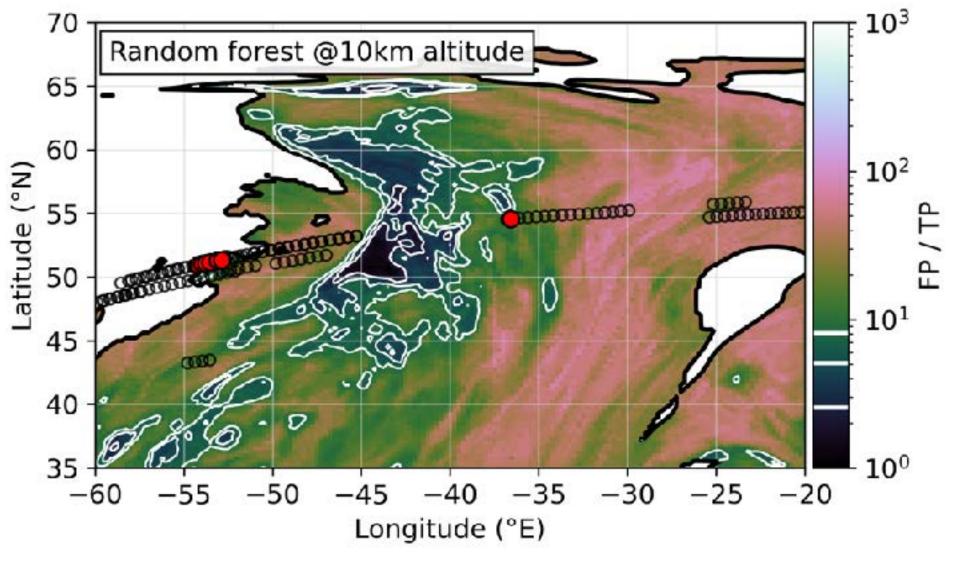


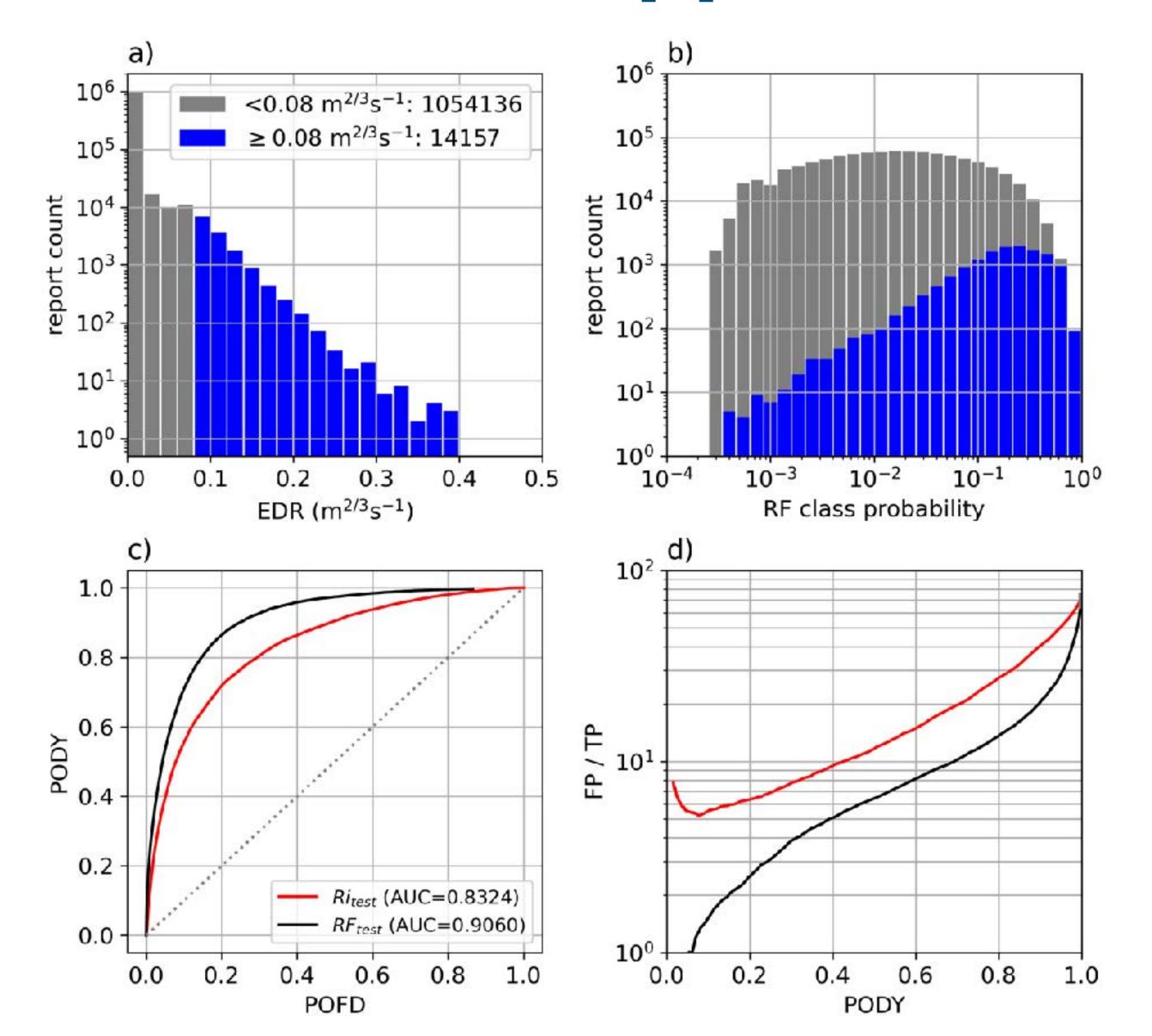


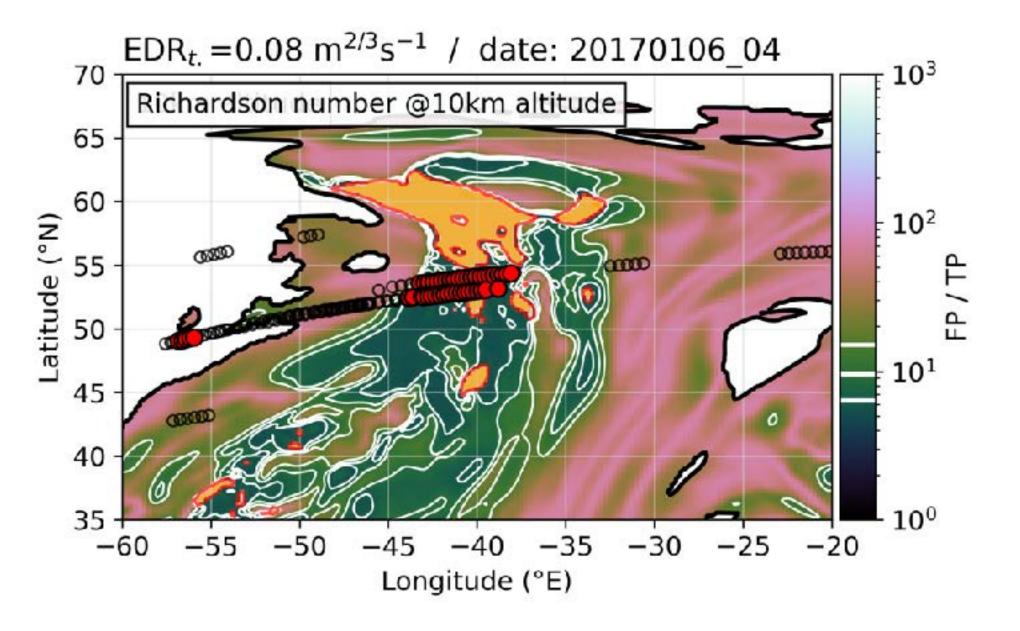


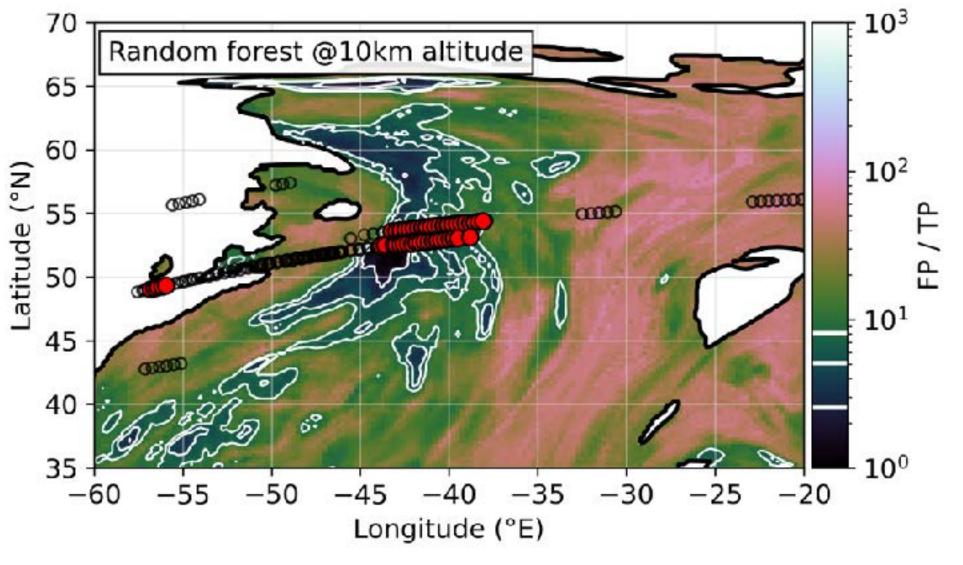


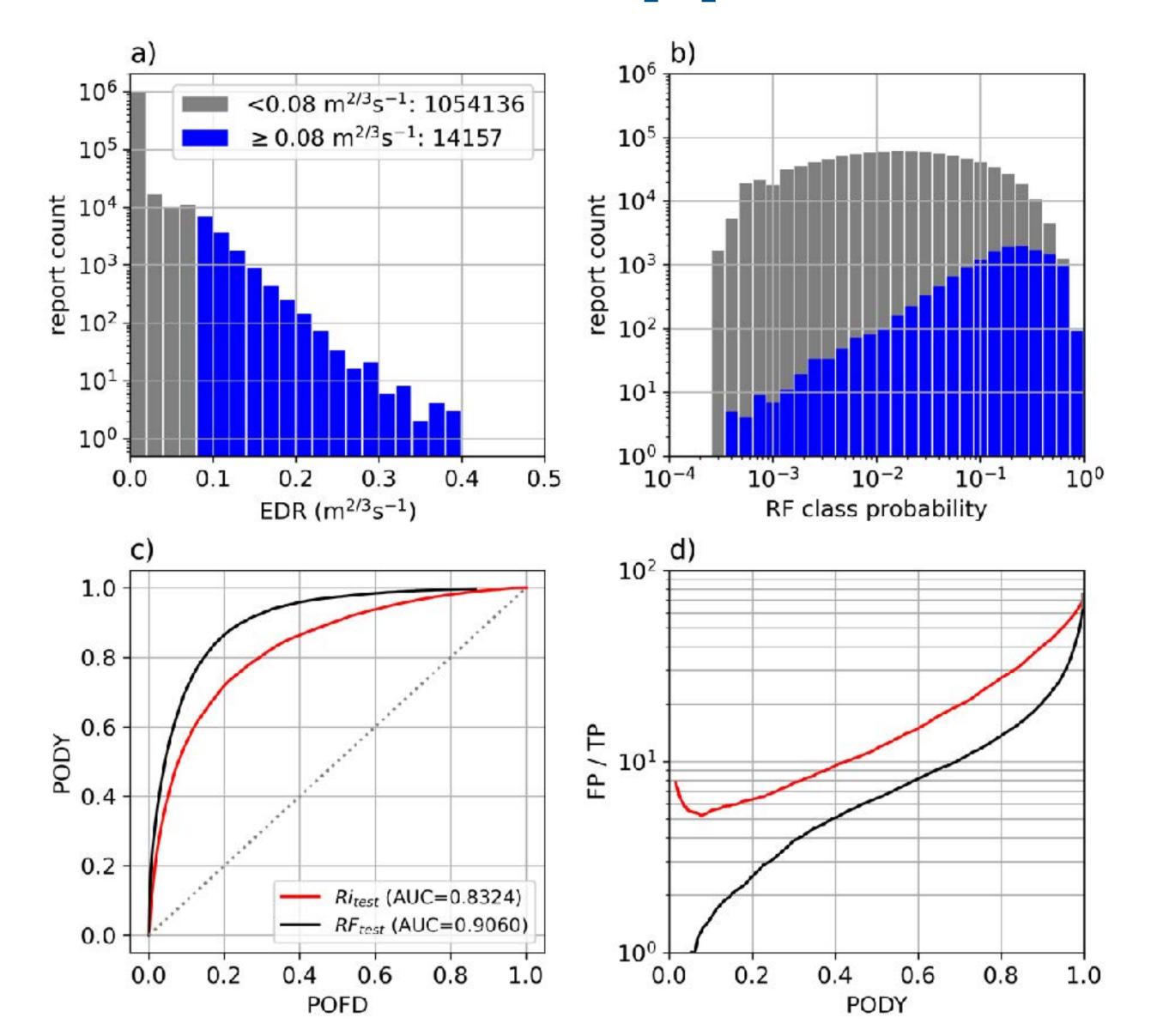


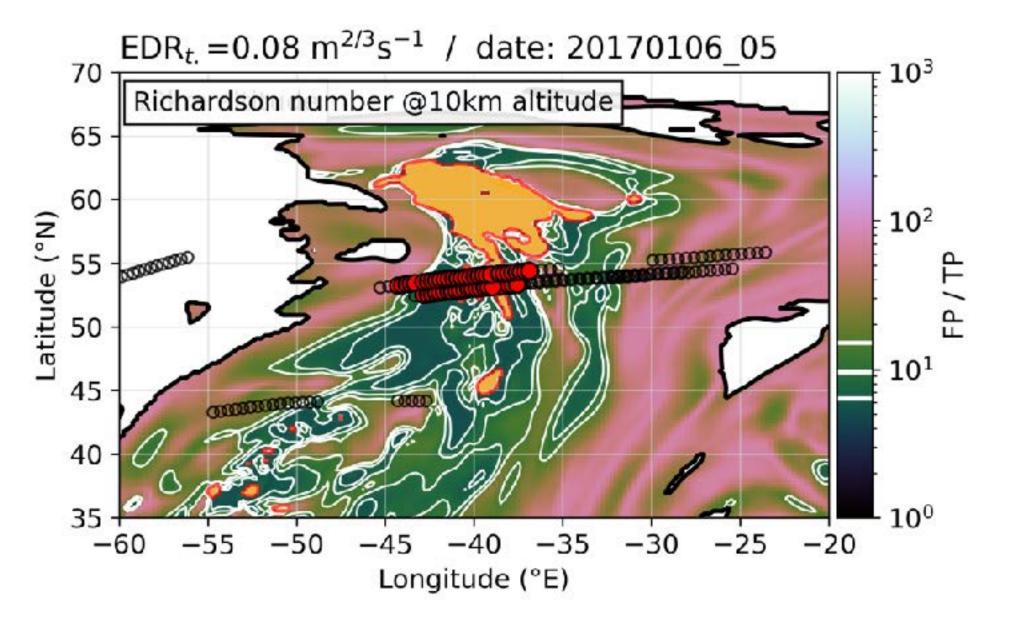


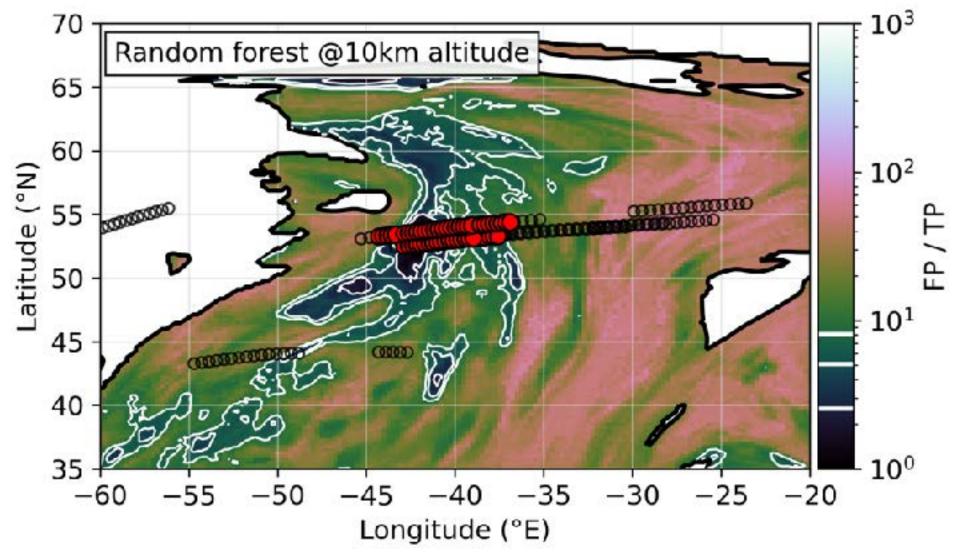


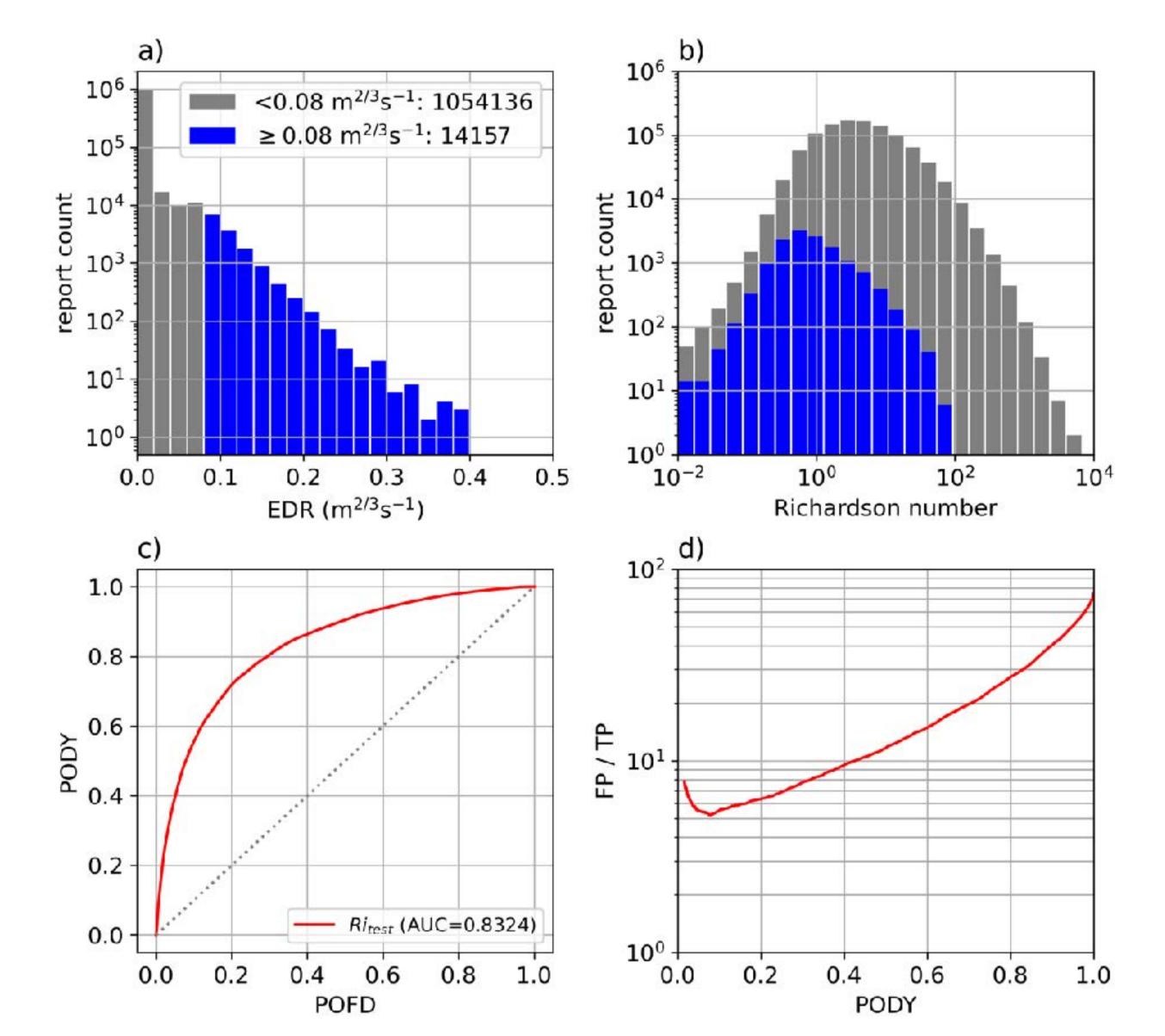


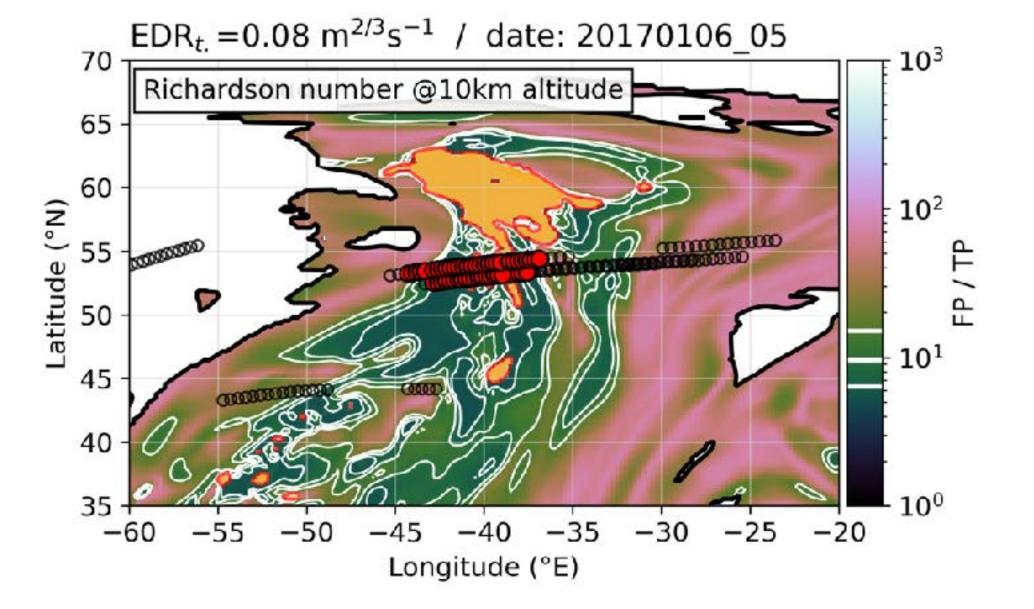


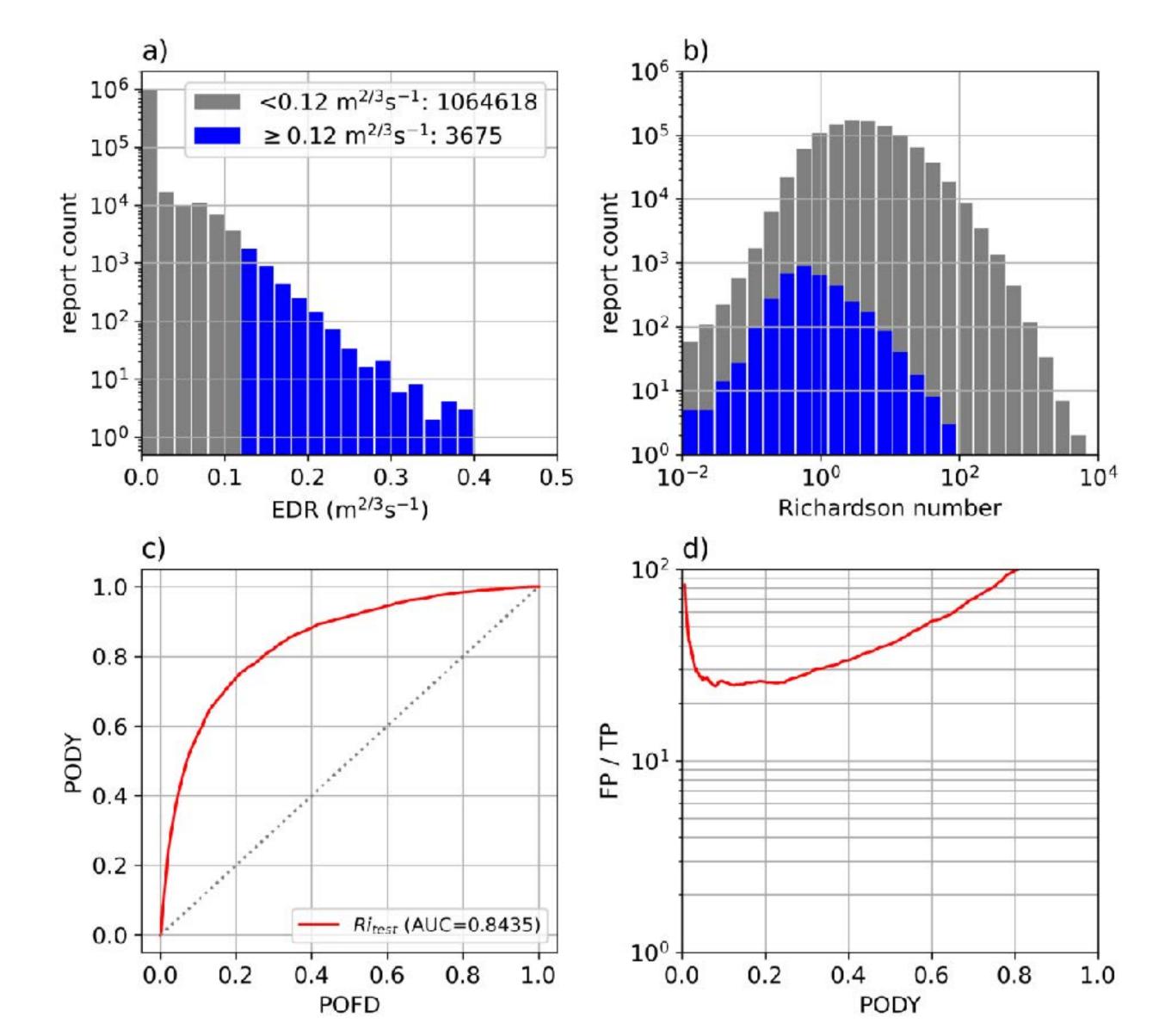


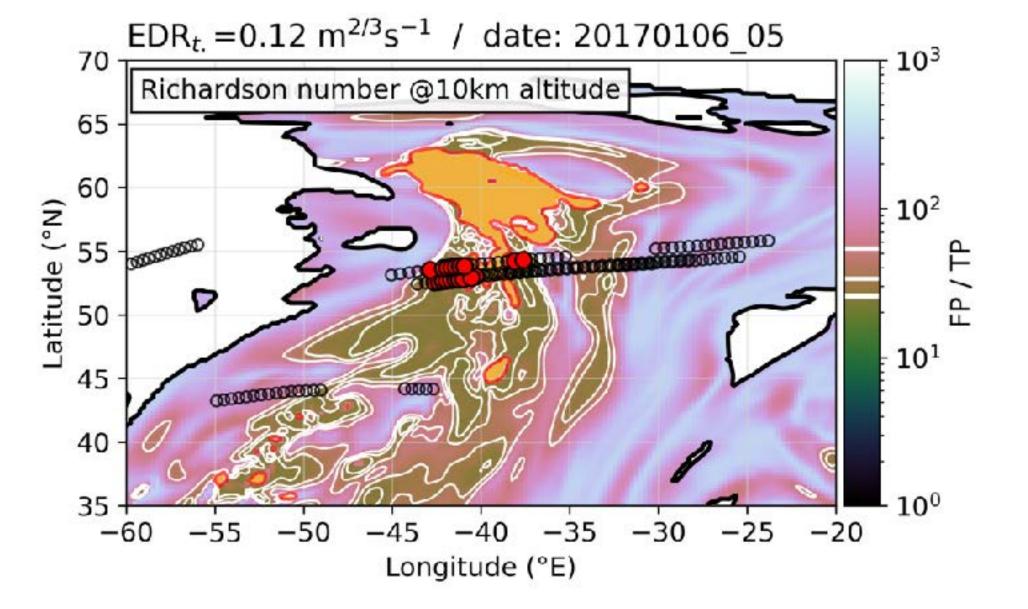


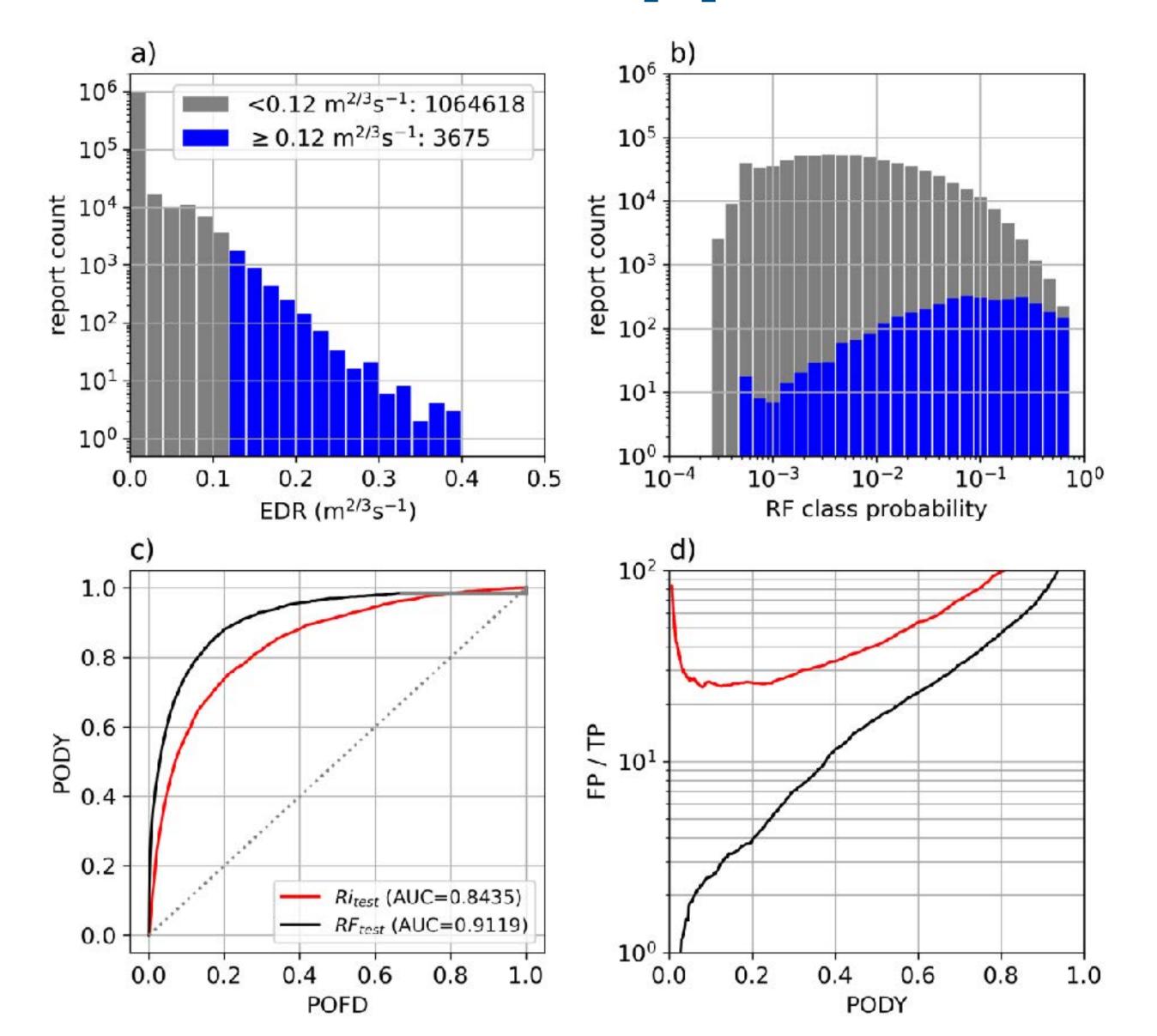


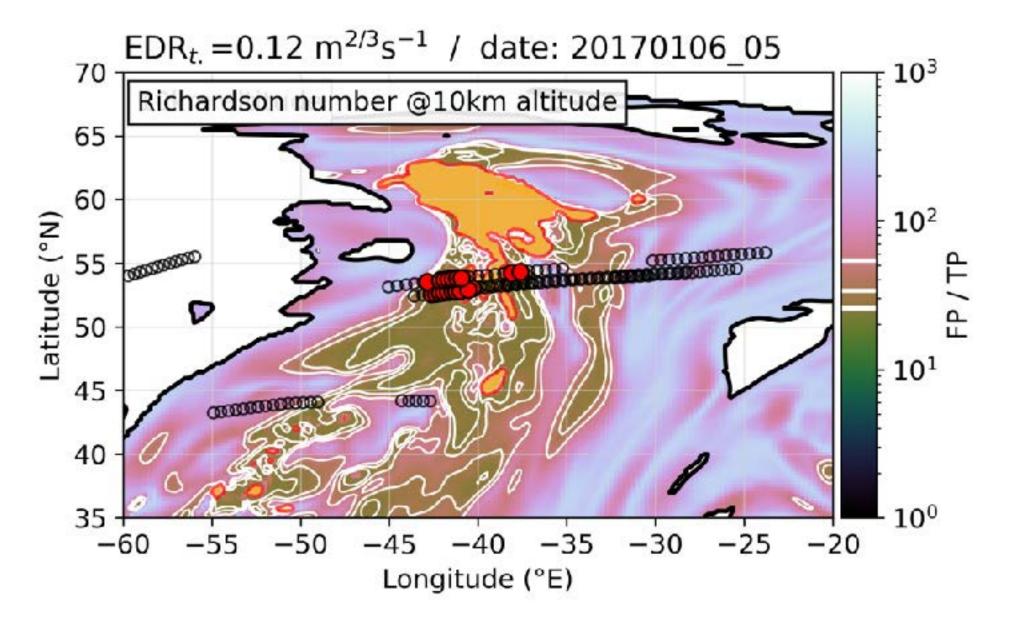


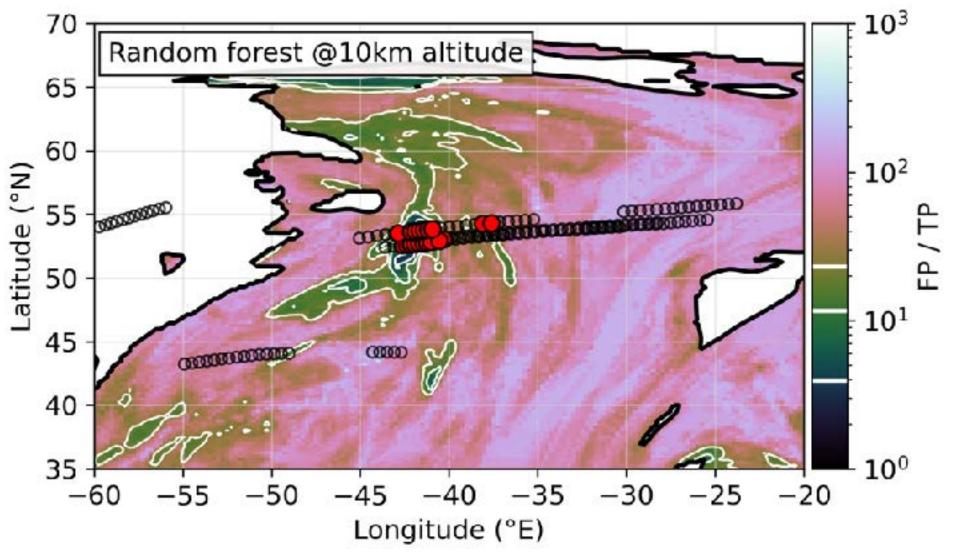


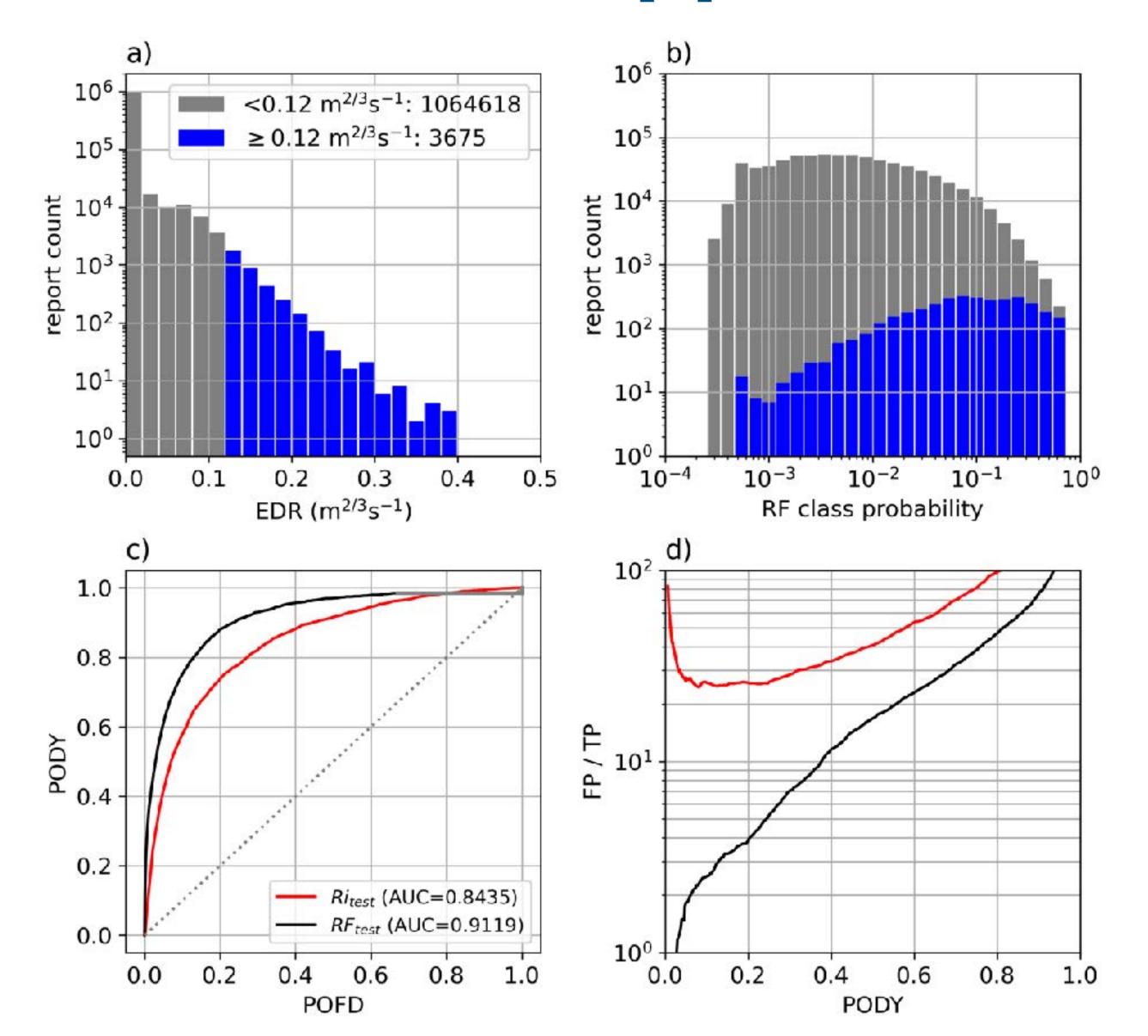


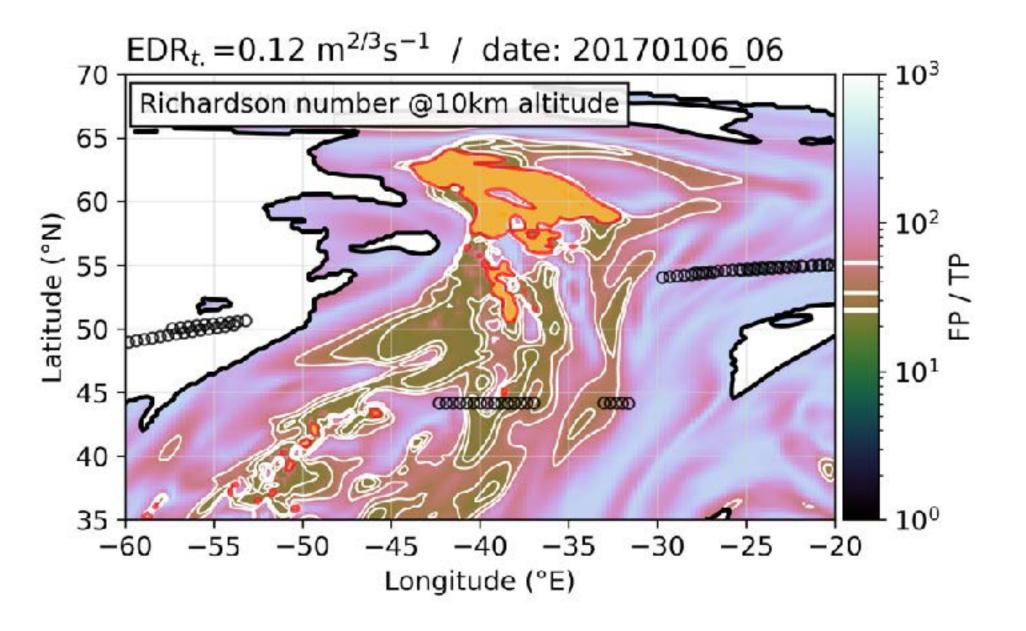


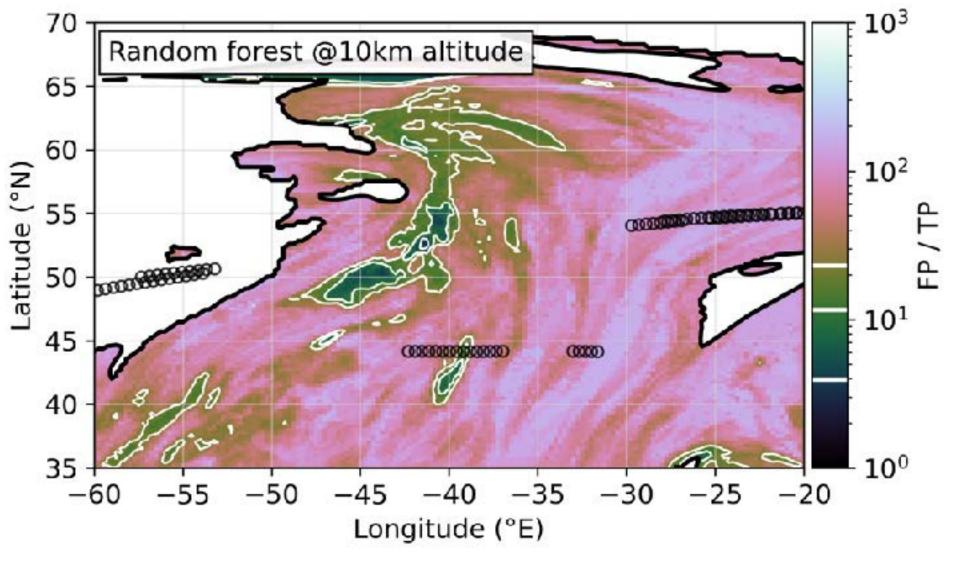


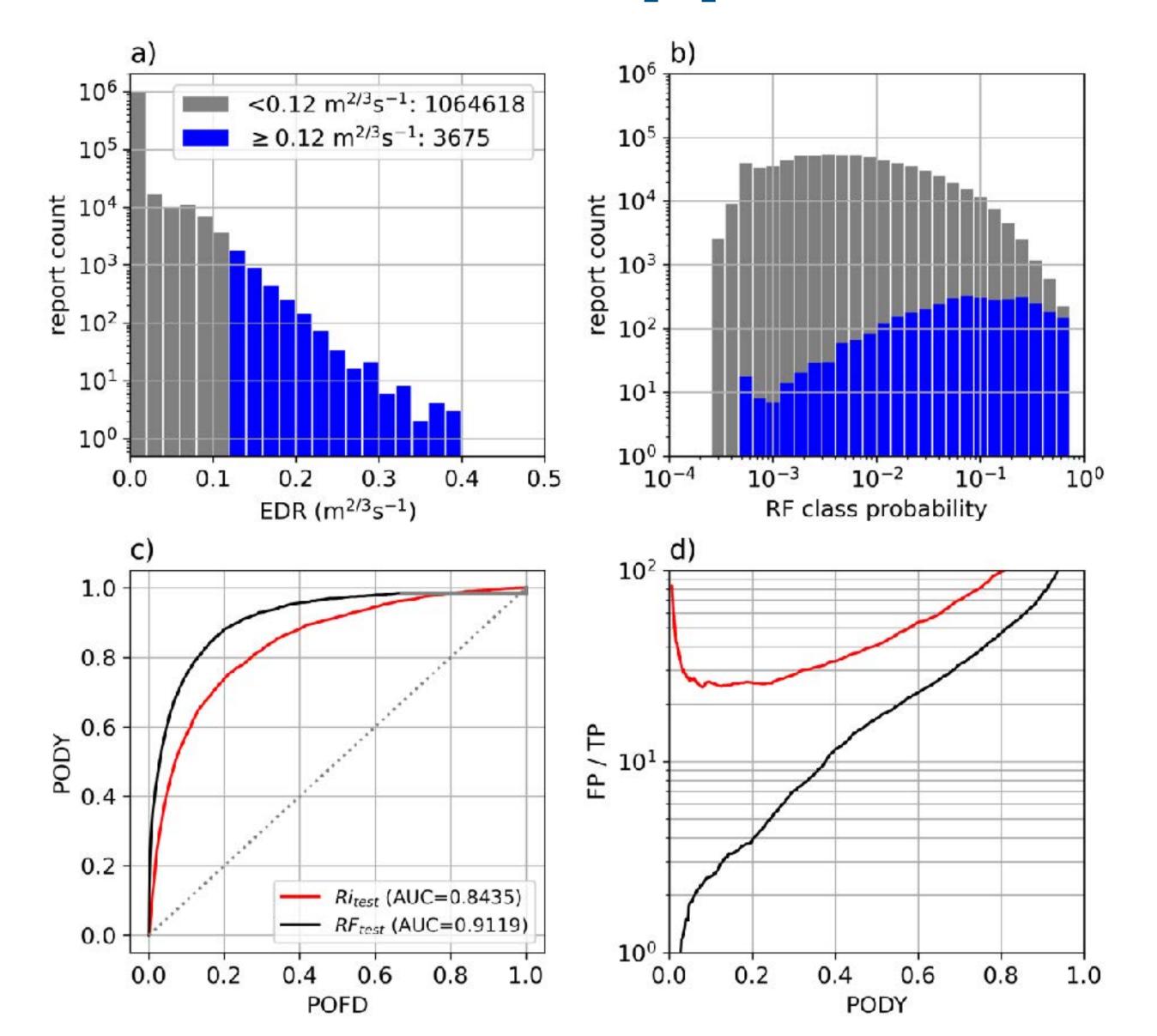


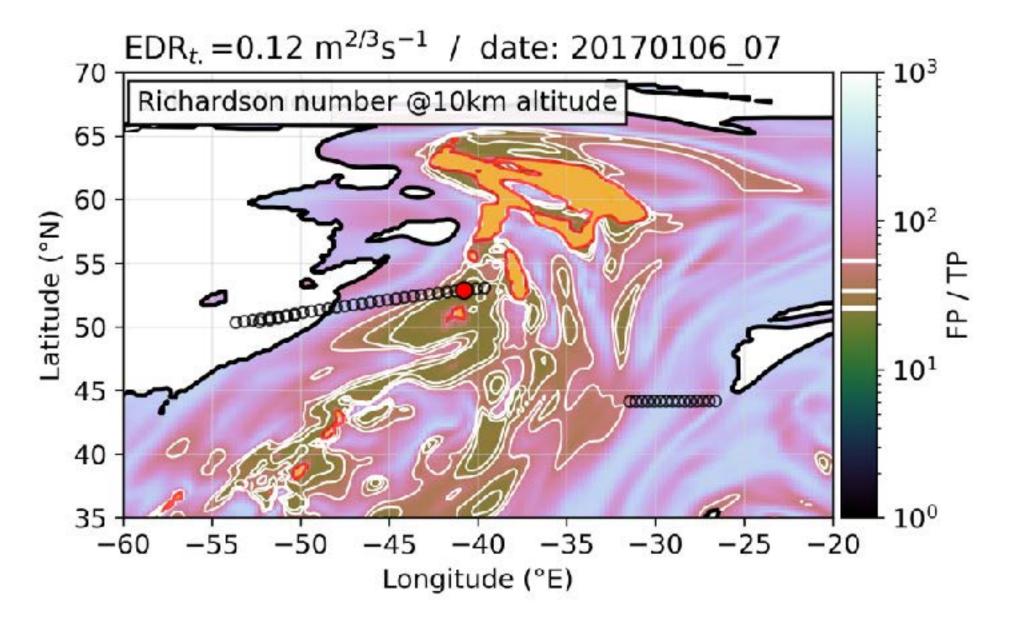


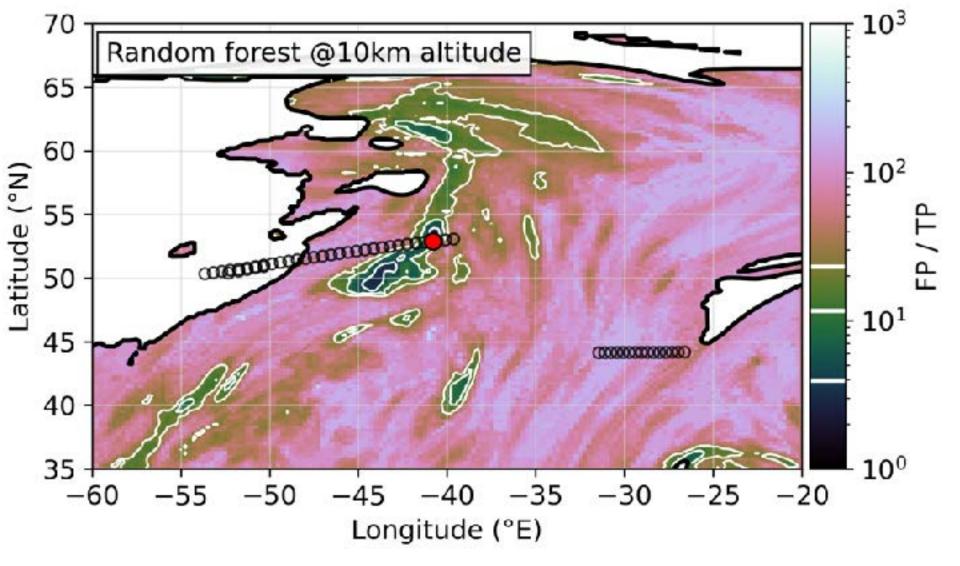


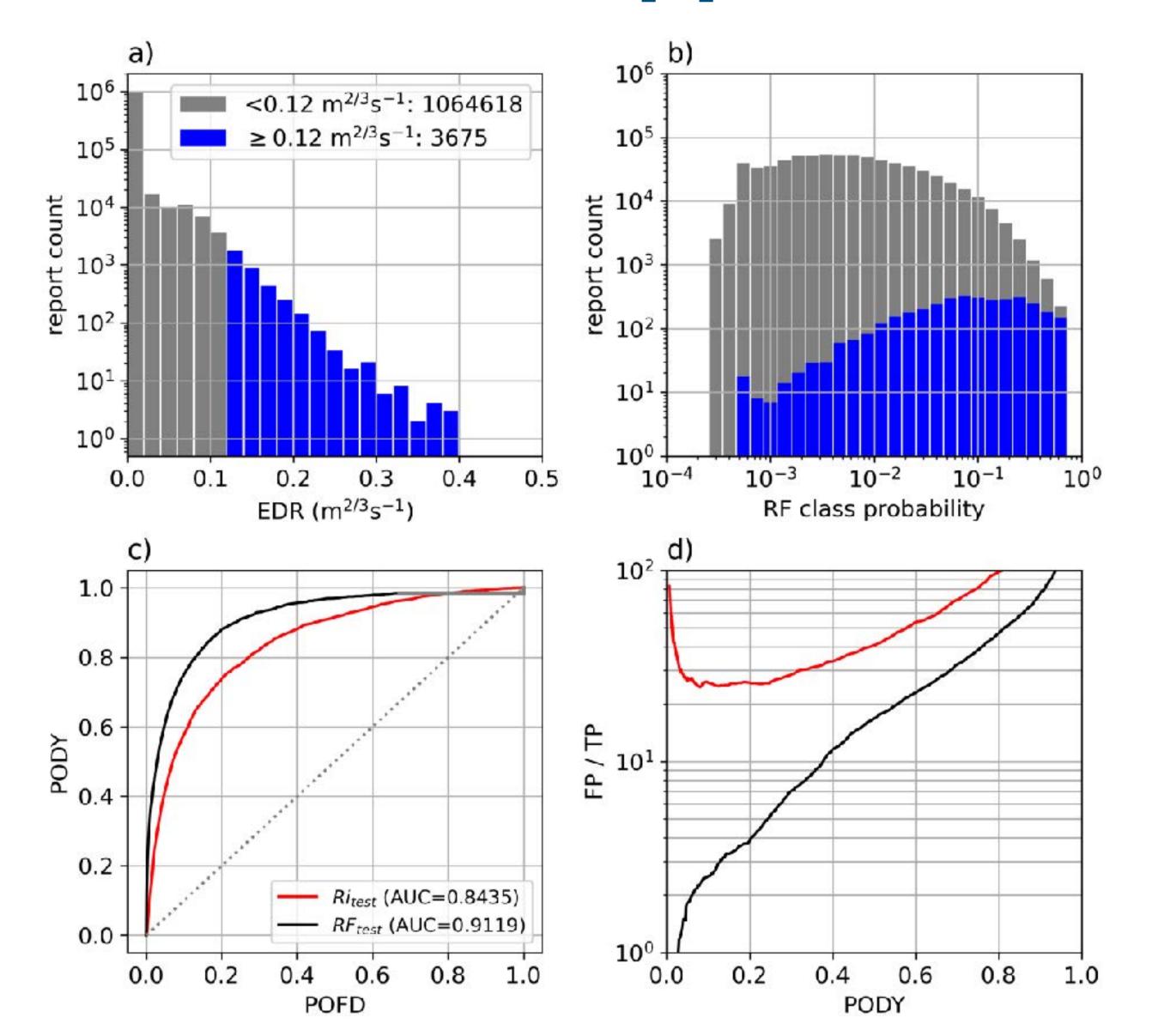


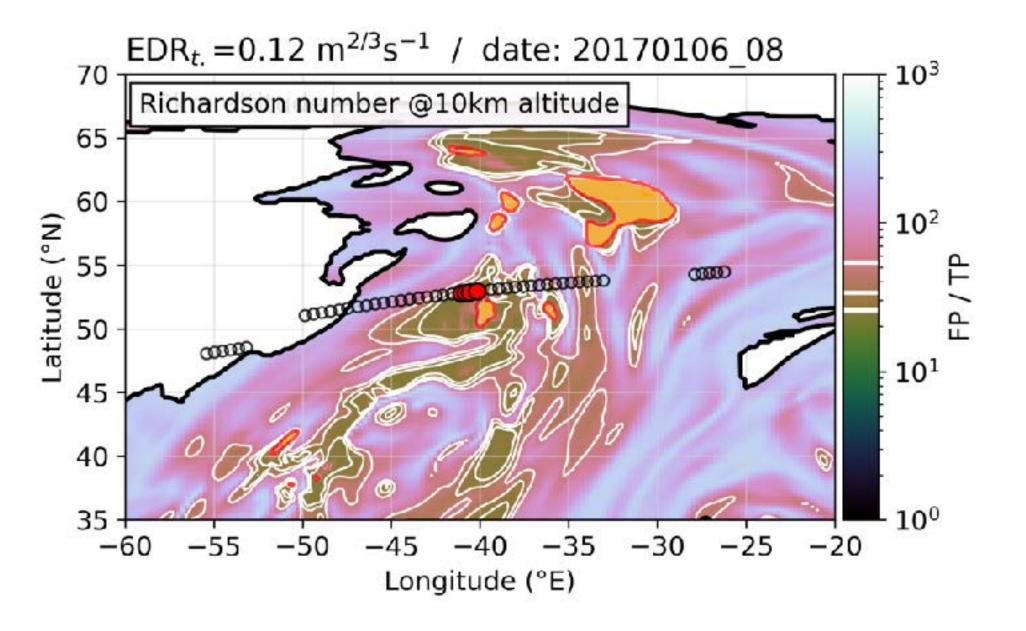


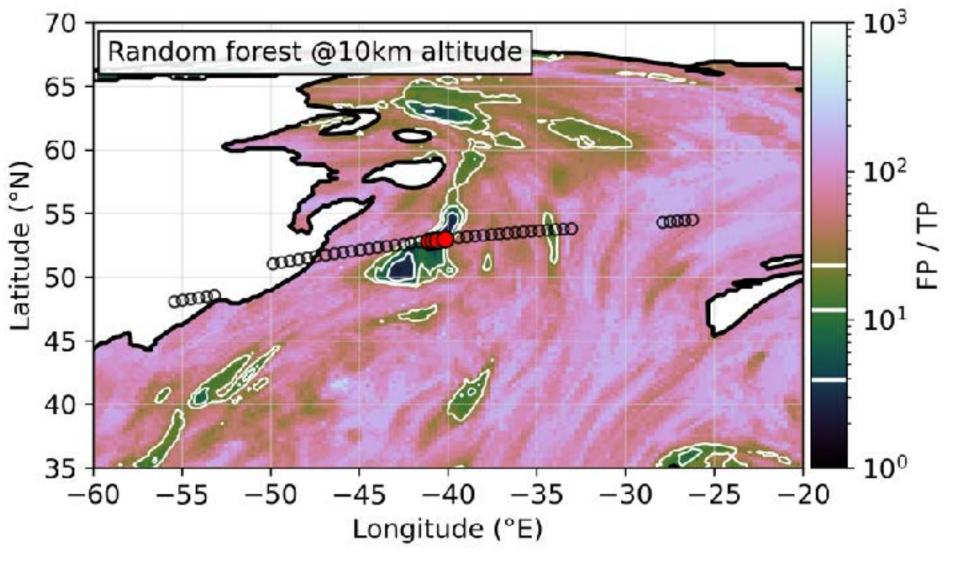






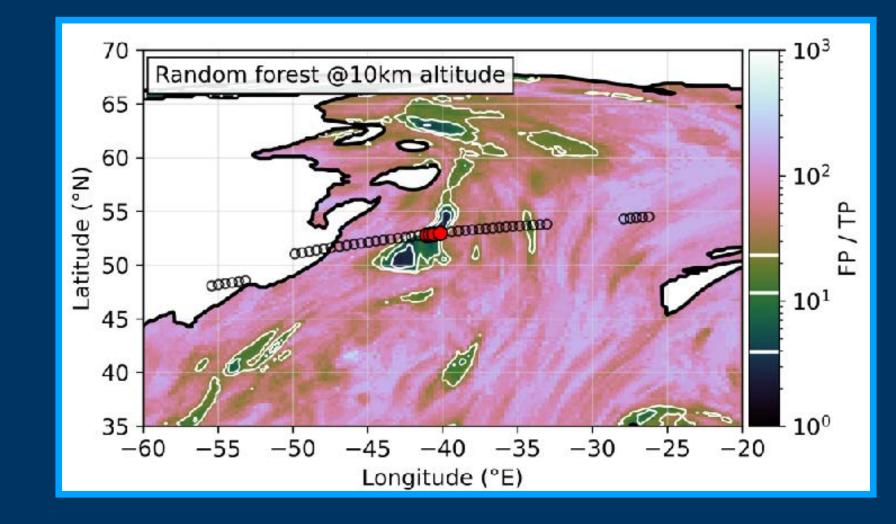






Applicability

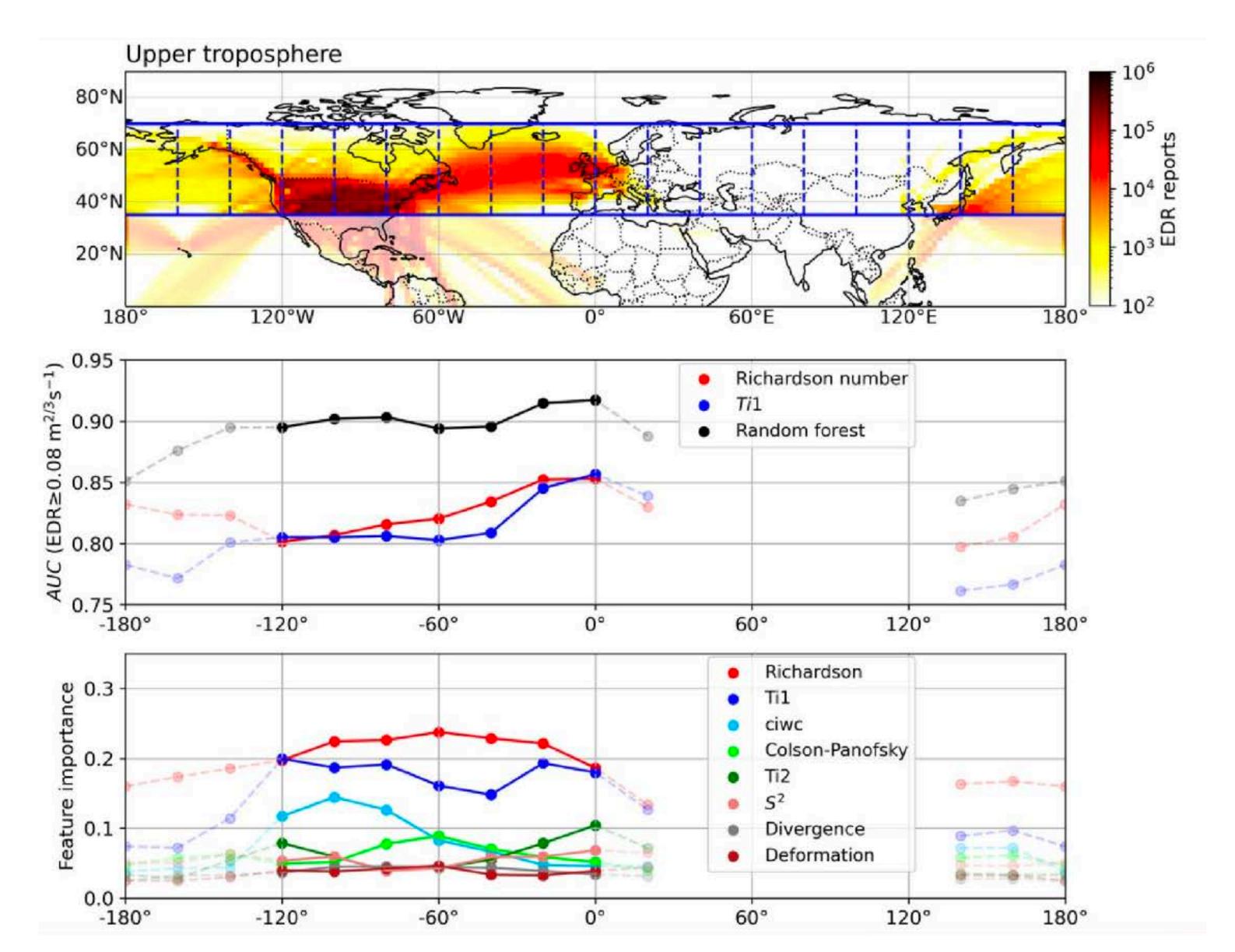
- Probability of occurrence of turbulence in ERA5:
 - Identify geographical hotspots
 - Hotspots in composites, relative to cyclone centre or jetstream
- Apply to IAGOS, analyze trace gas gradients relative to turbulence occurrence
- Compare with Thorpe analysis derived turbulence occurrence
- Turbulence forecast, for aviation or measurement campaigns
 - Comparison e.g. with GTG
- Analyze easiest to predict turbulence reports vs. hardest to predict
 - -> why do known diagnostics fail?
- Apply technique to any higher resolution NWP data (training + inference)



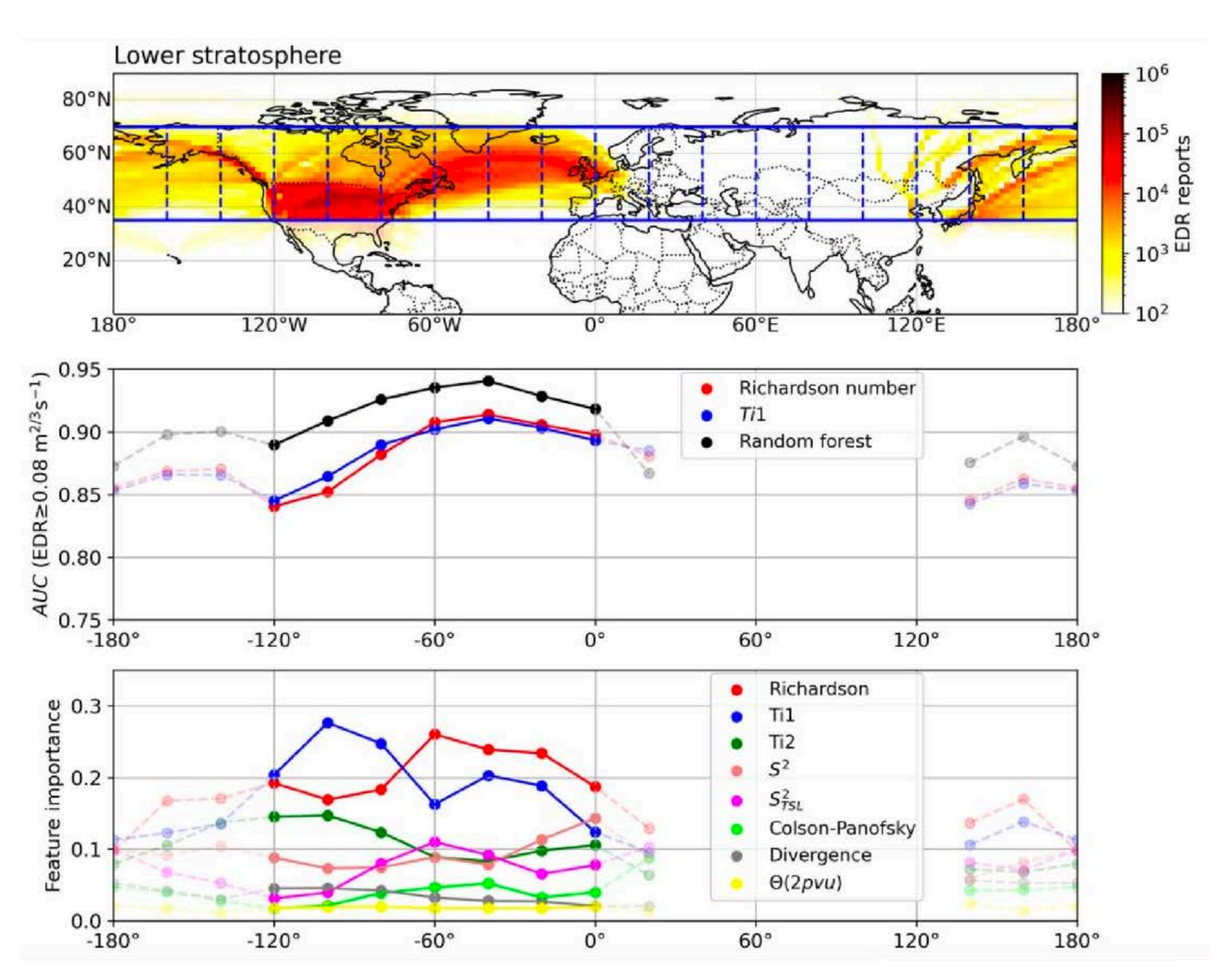
Thank you for your attention

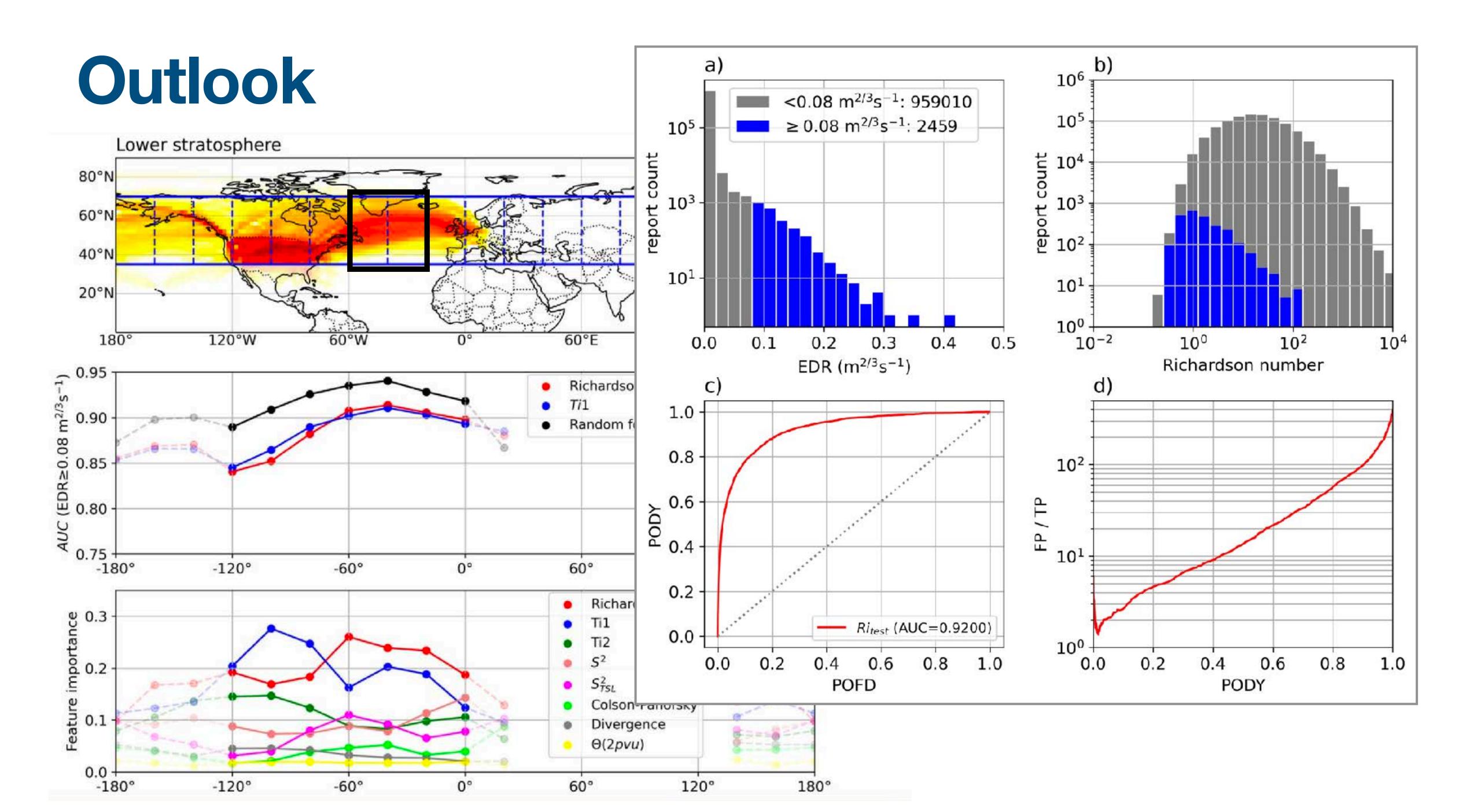
- This study was made possible due to the data made available to the National Oceanic and Atmospheric Administration by the following commercial airlines: American, Delta, Federal Express, Northwest, United, and United Parcel Service.
- The ECMWF provided the ERA5 data which has been retrieved from the MARS system.
- In-service aircraft for a global observing system (IAGOS) data were created with support from the European Commission, national agencies in Germany (BMBF), France (MESR), and the UK (NERC), and the IAGOS member institutions (http://www.iagos.org/partners). The participating airlines (Lufthansa, Air France, Austrian, China Airlines, Iberia, Cathay Pacific, Air Namibia, Sabena) supported IAGOS by carrying the measurement equipment free of charge since 1994.

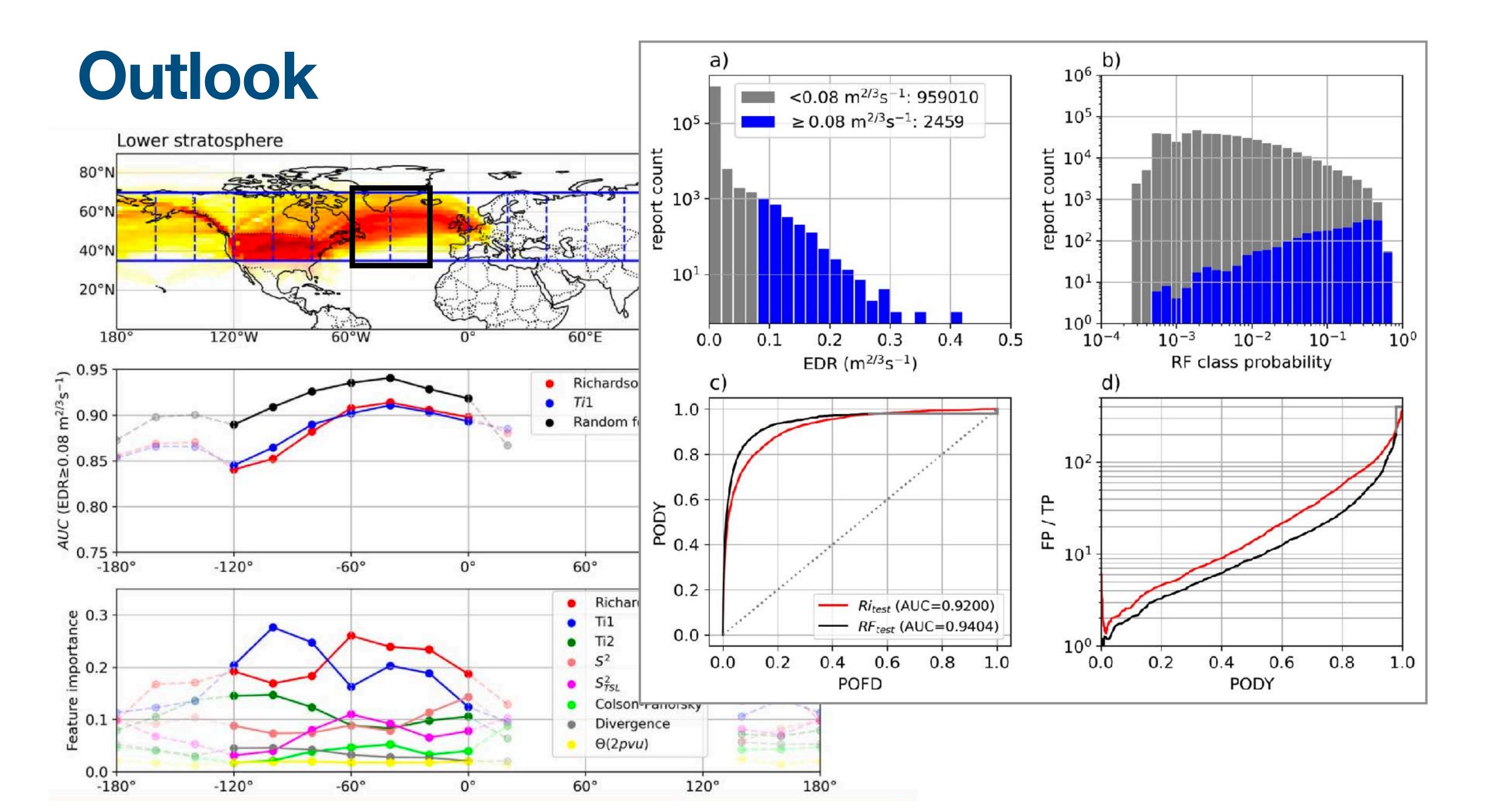
Outlook

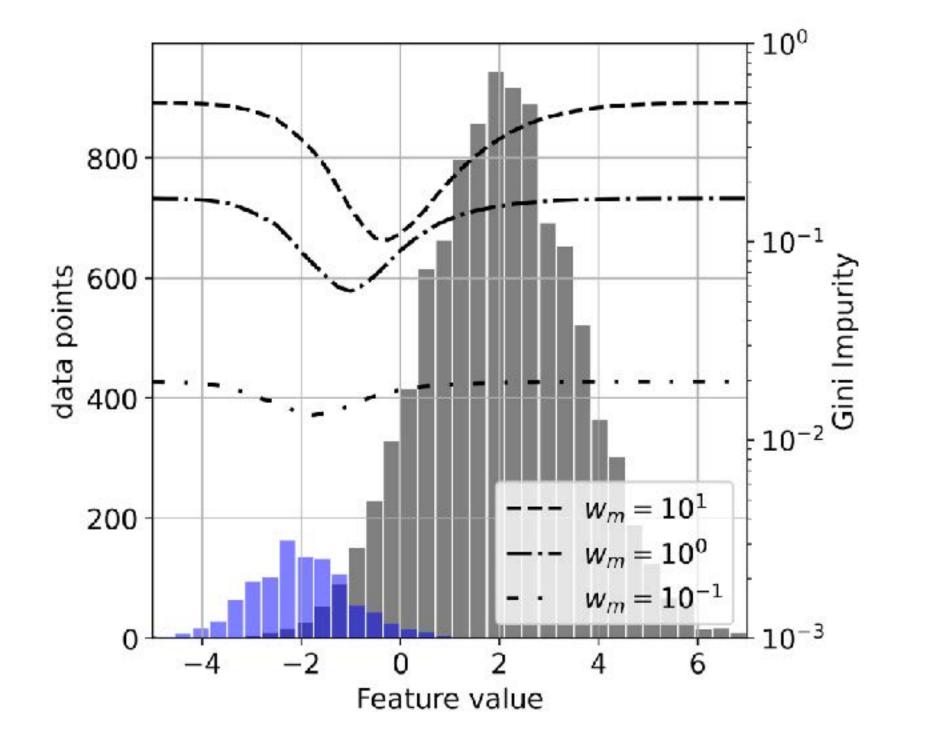


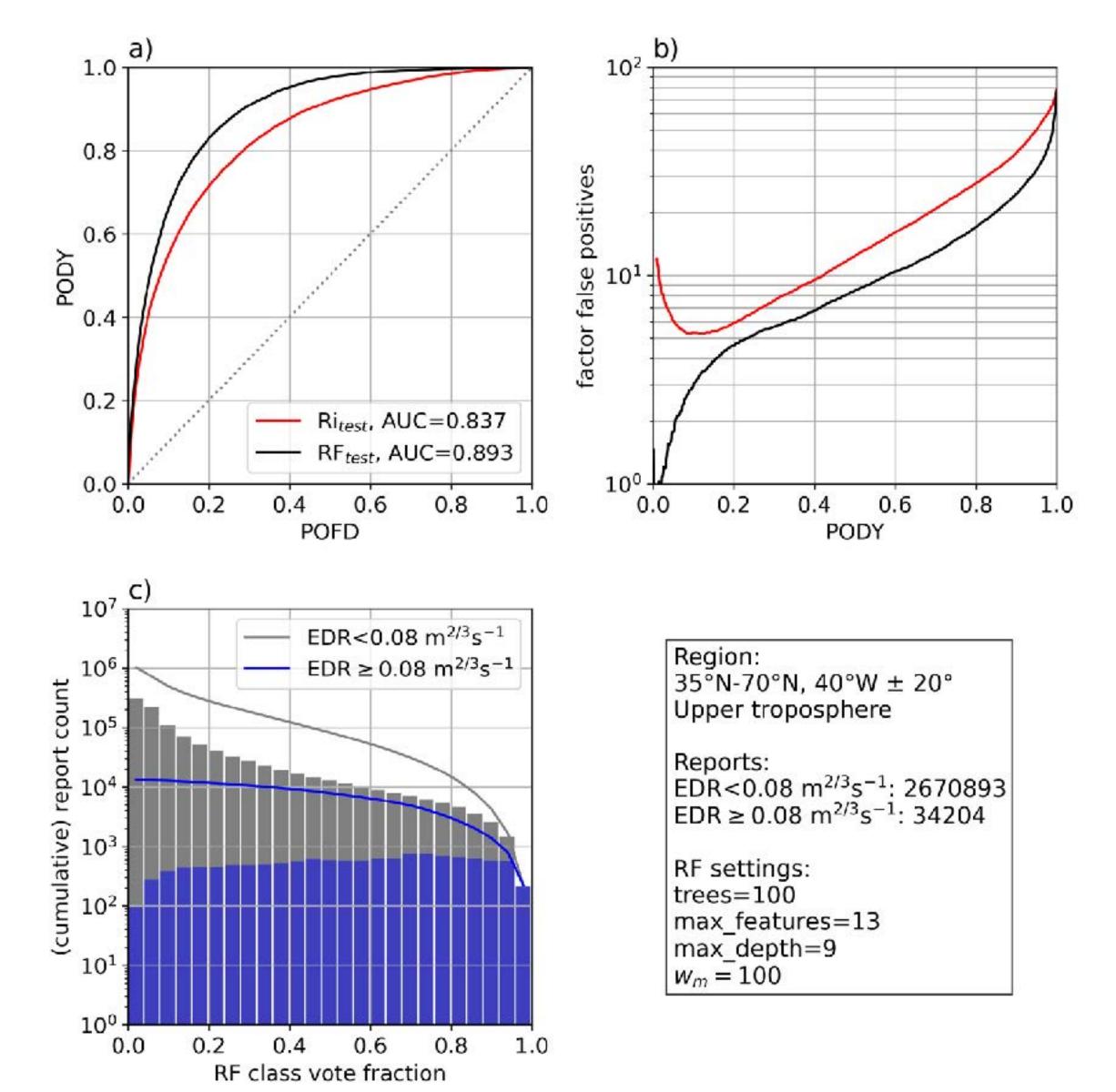
Outlook

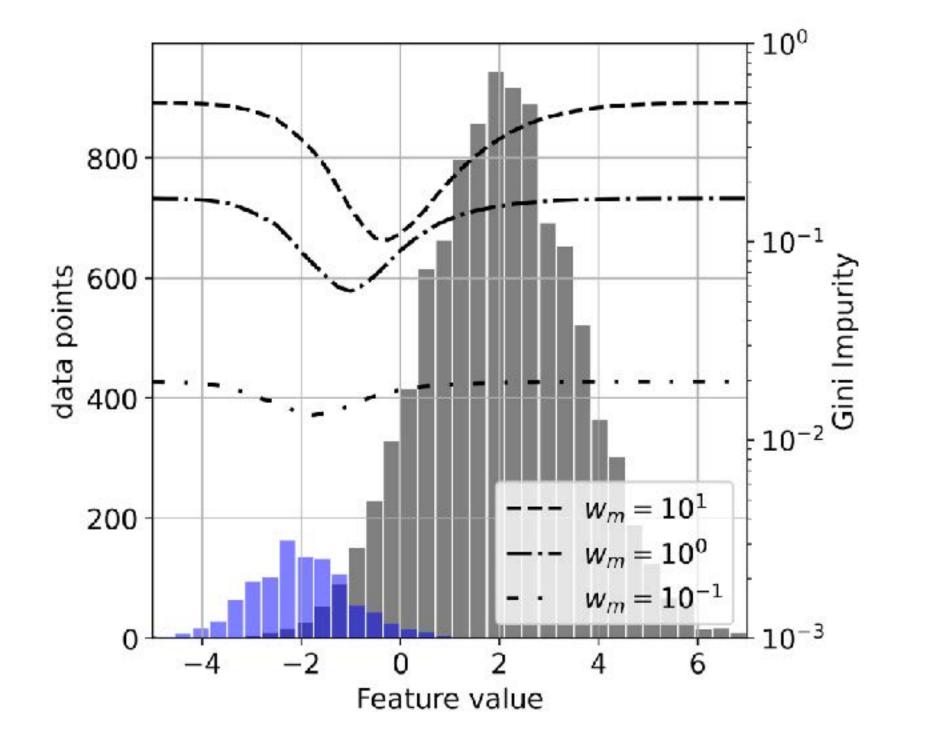


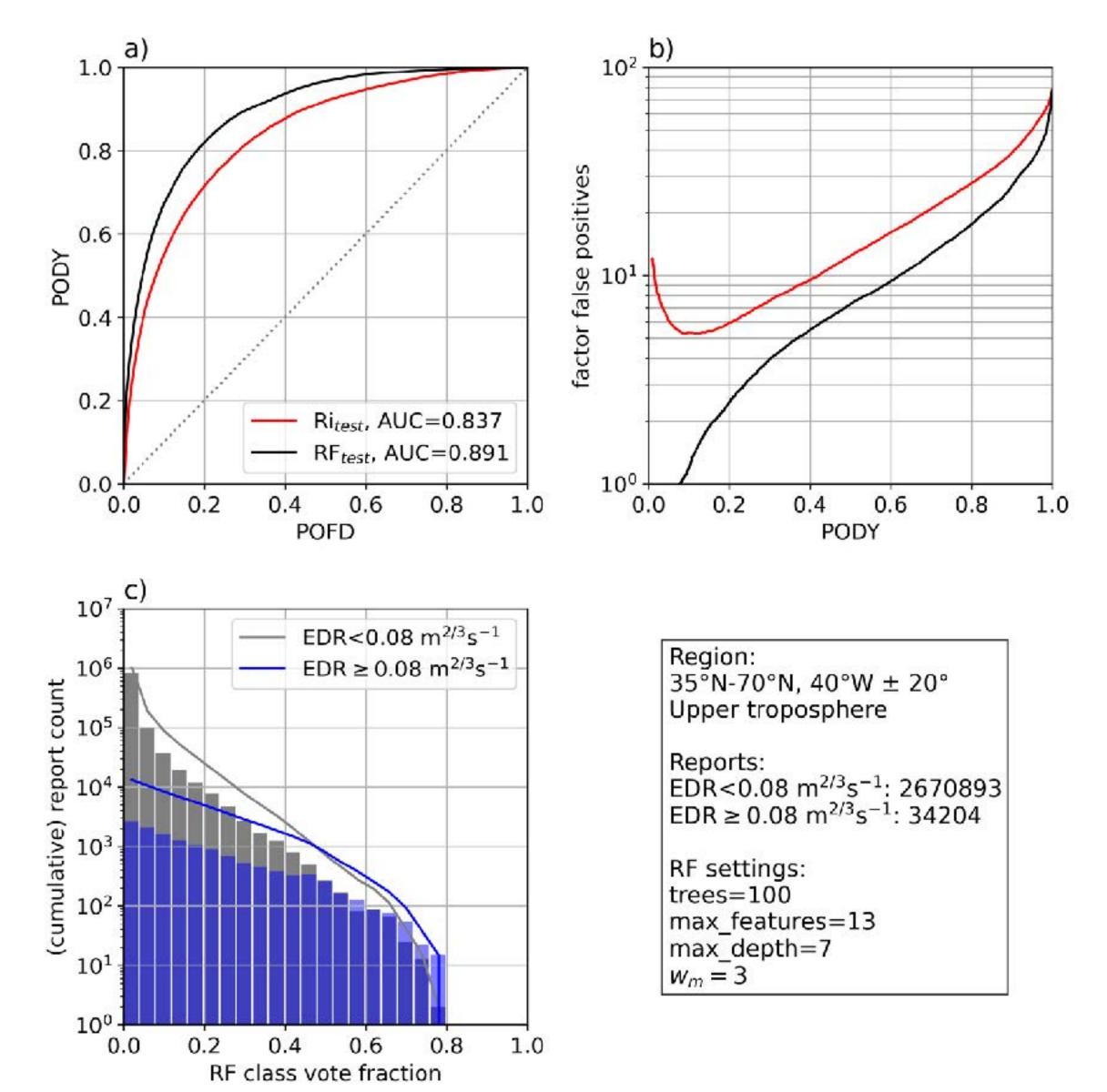


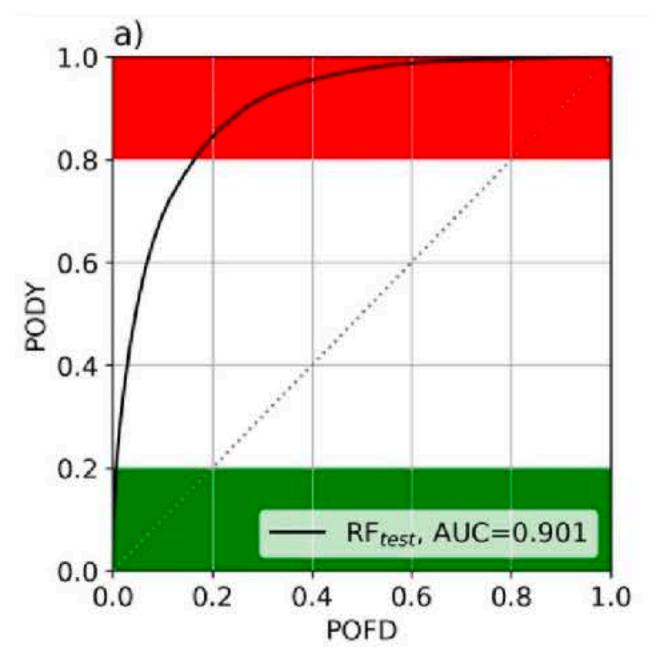


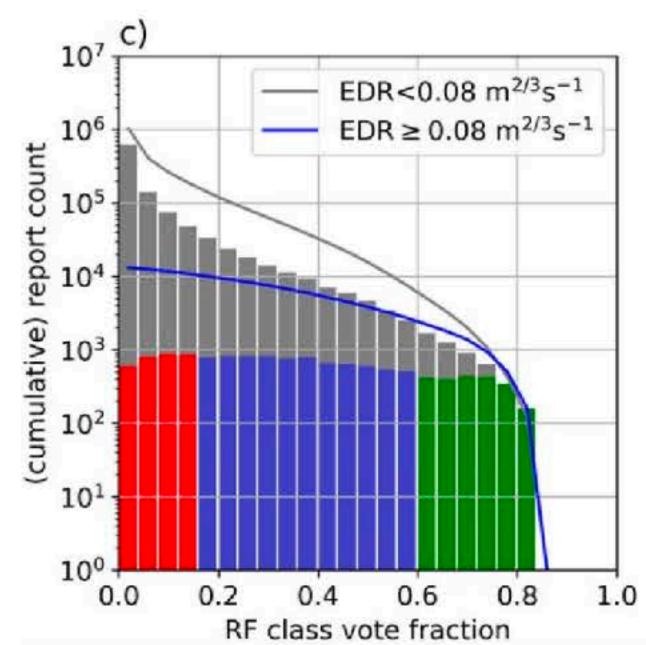


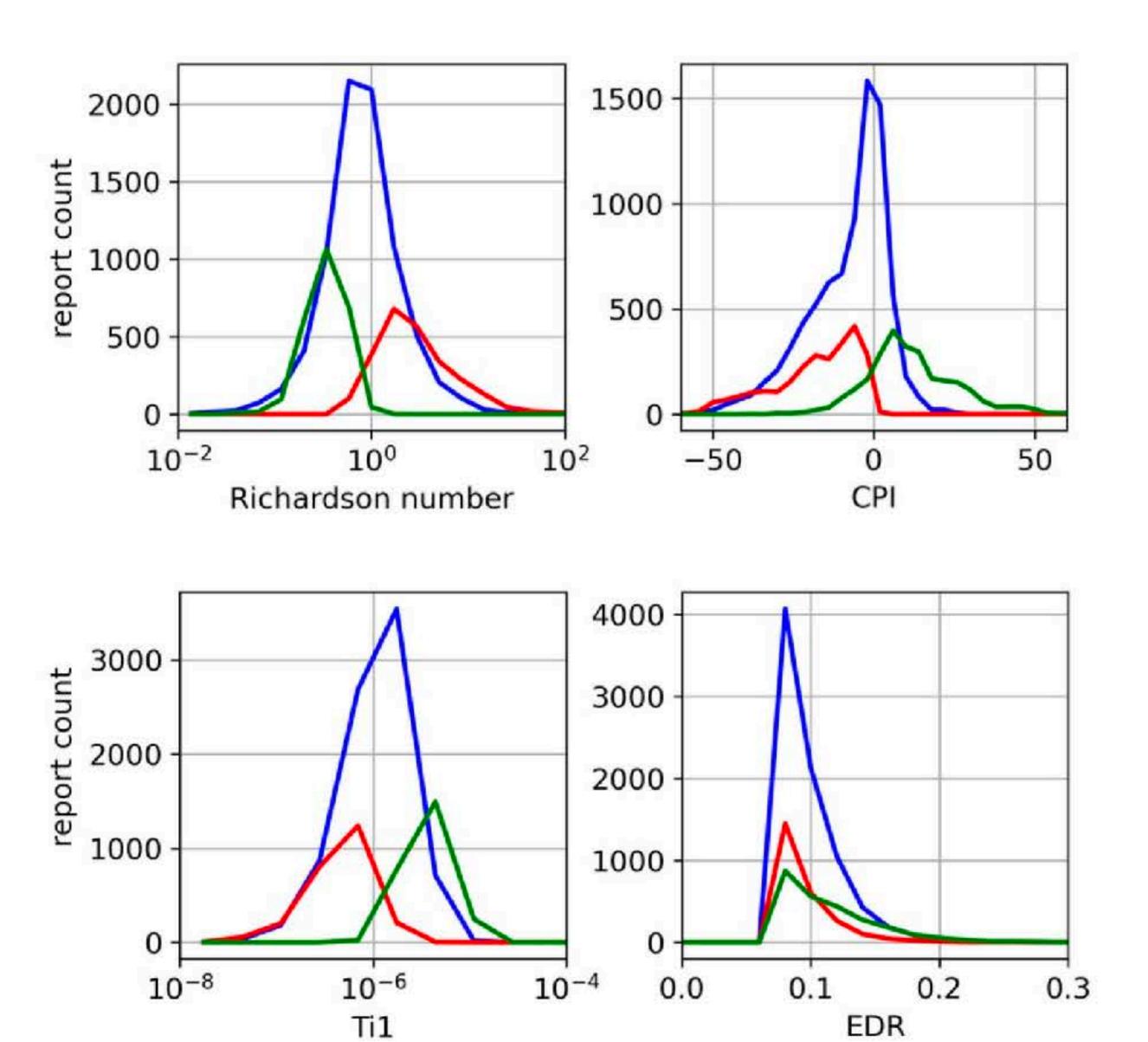


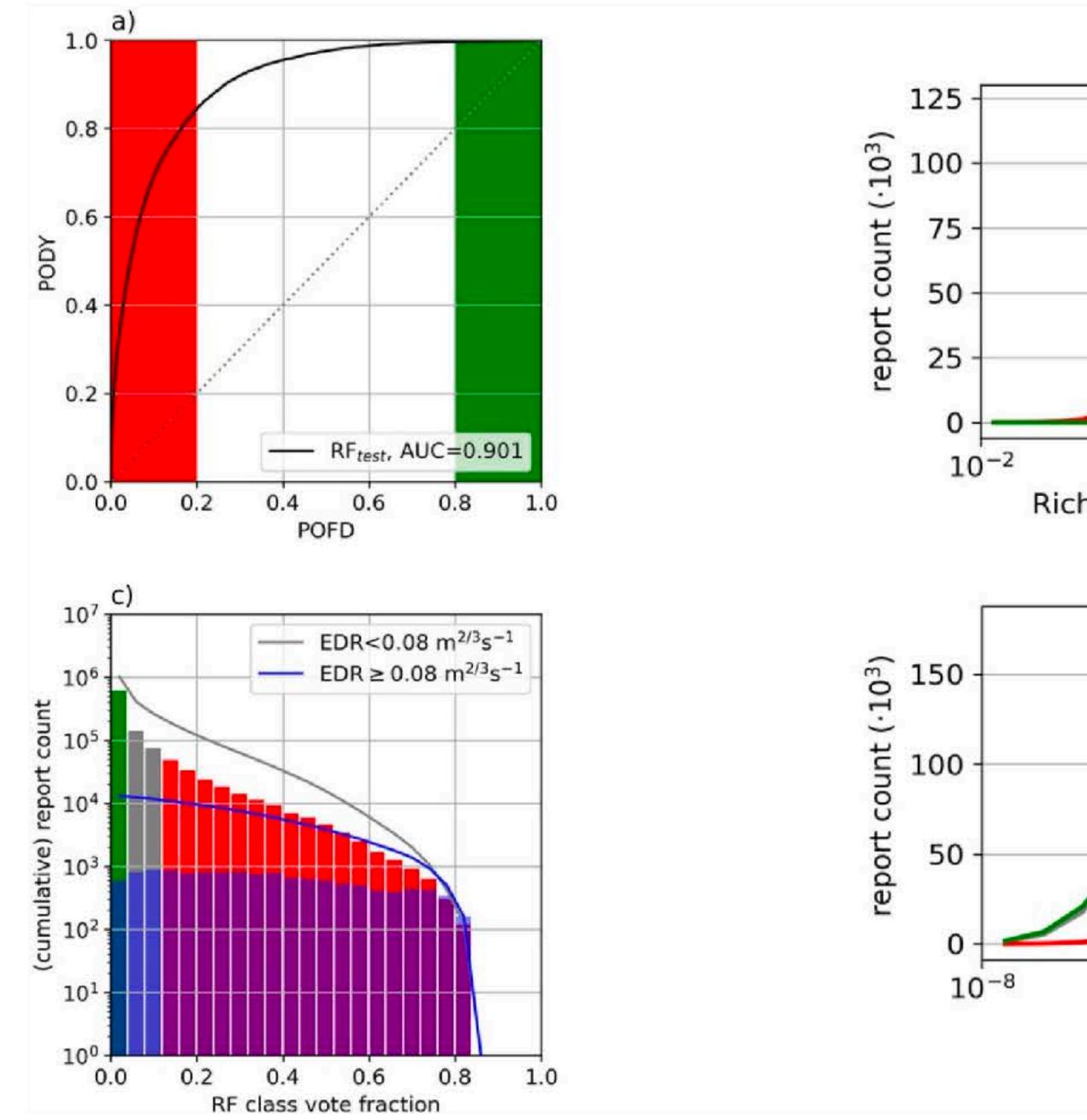


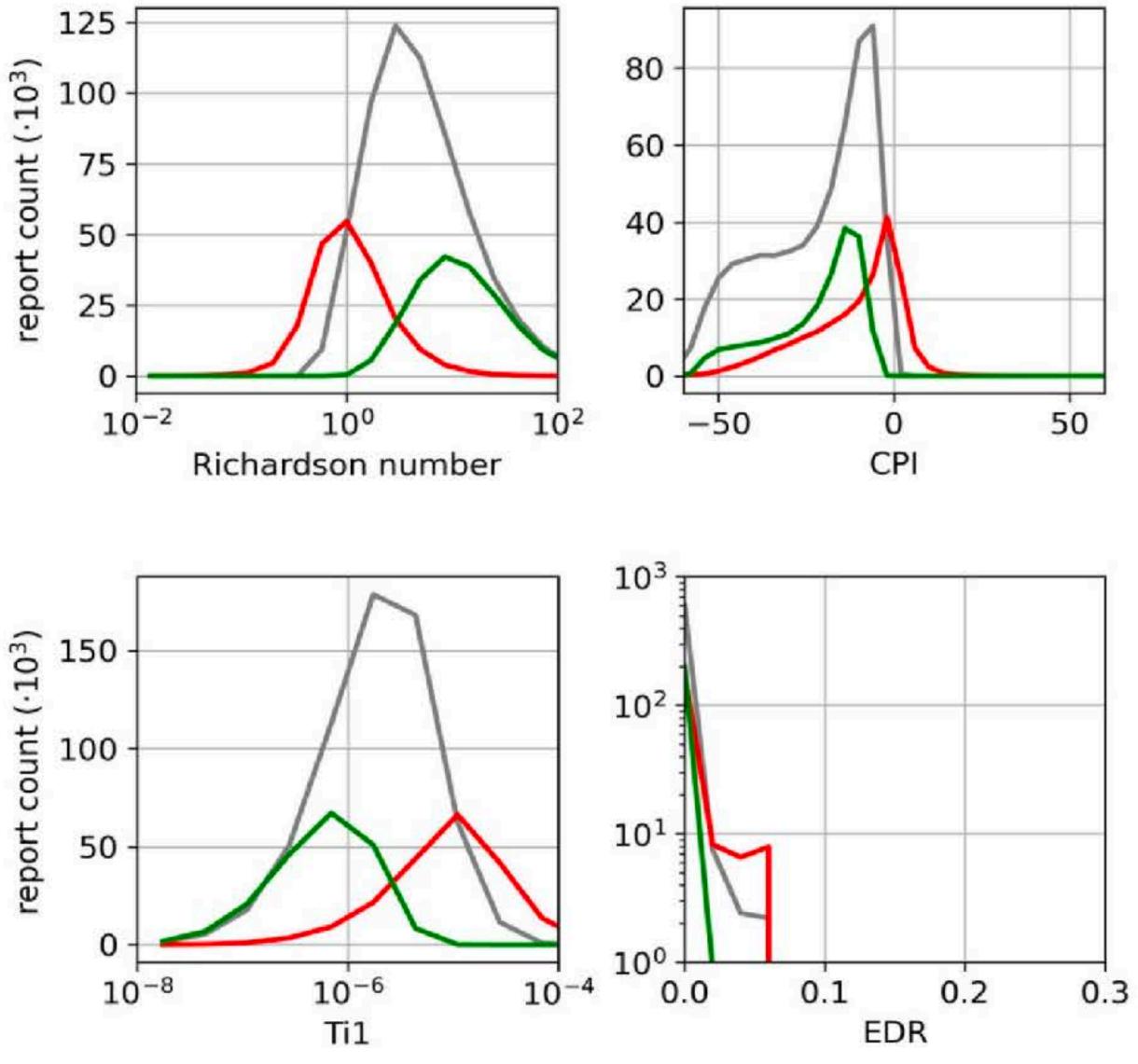


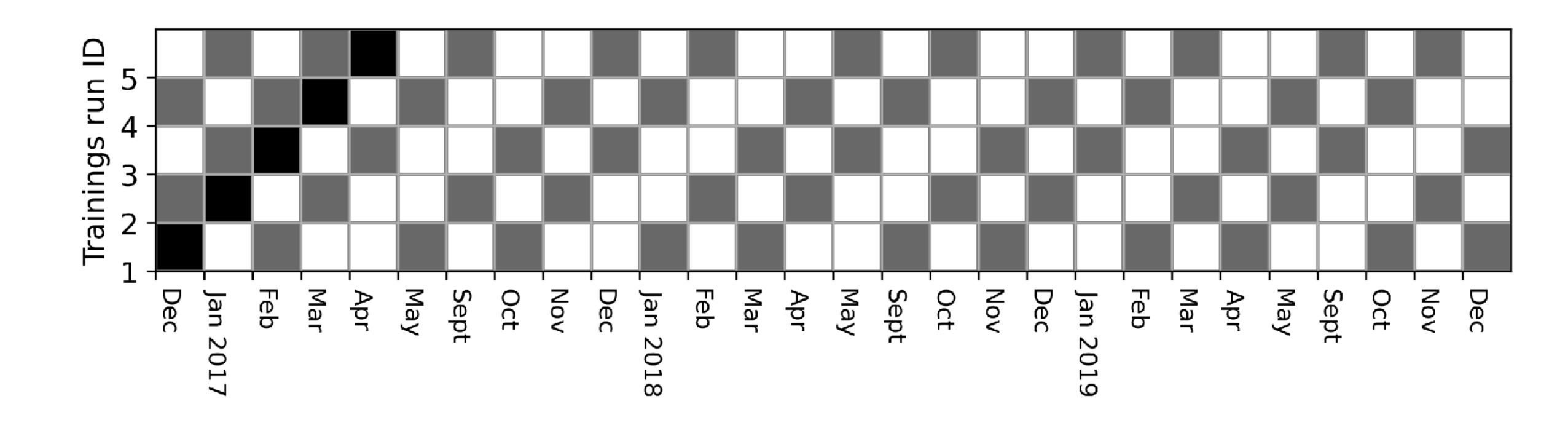


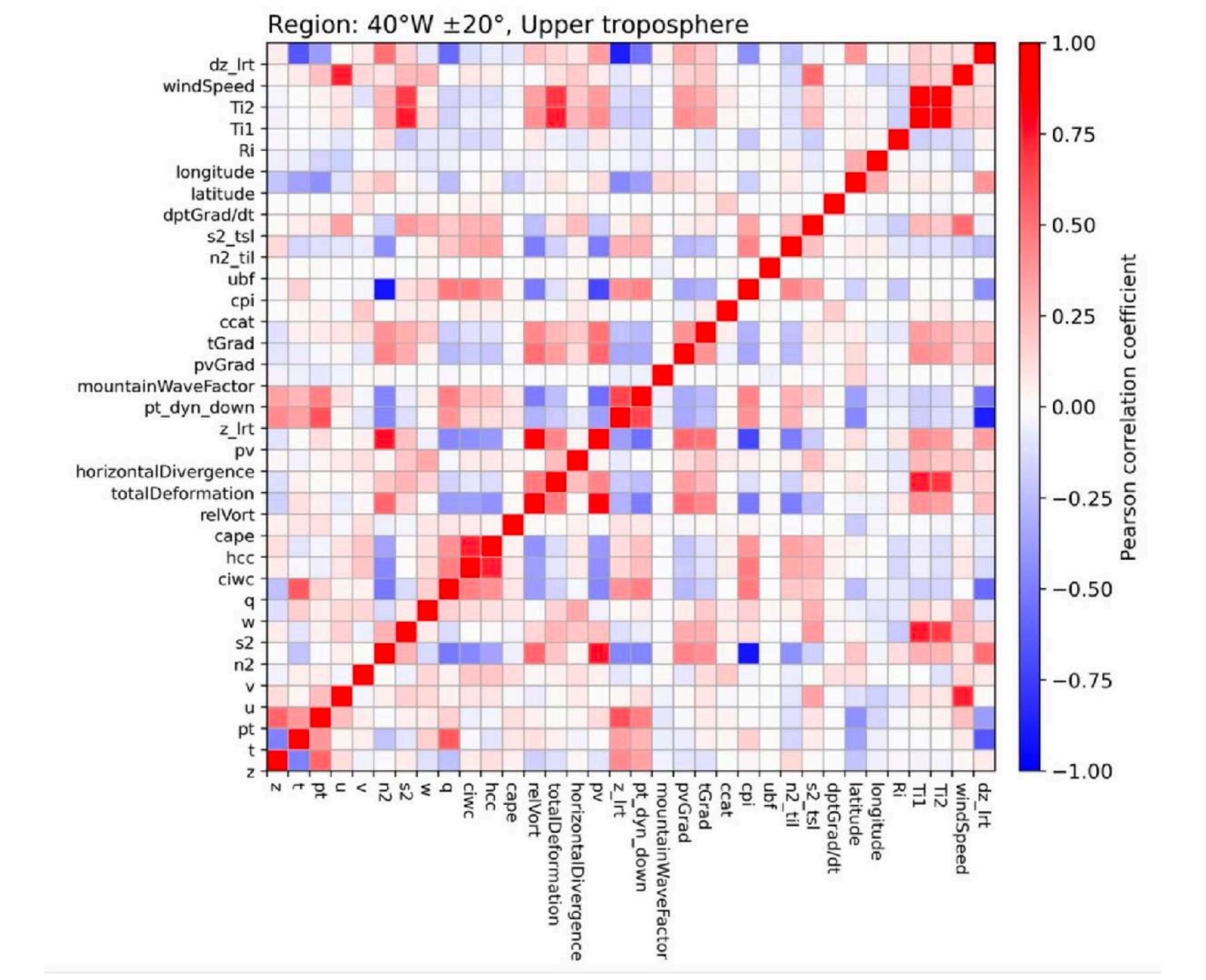


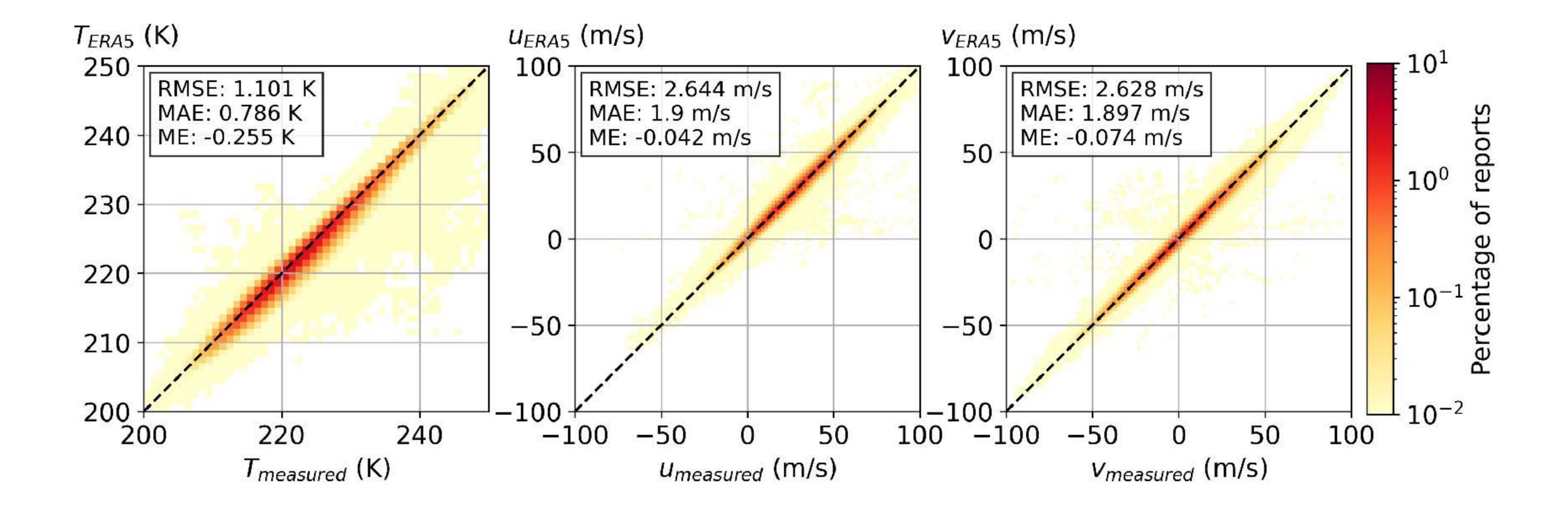


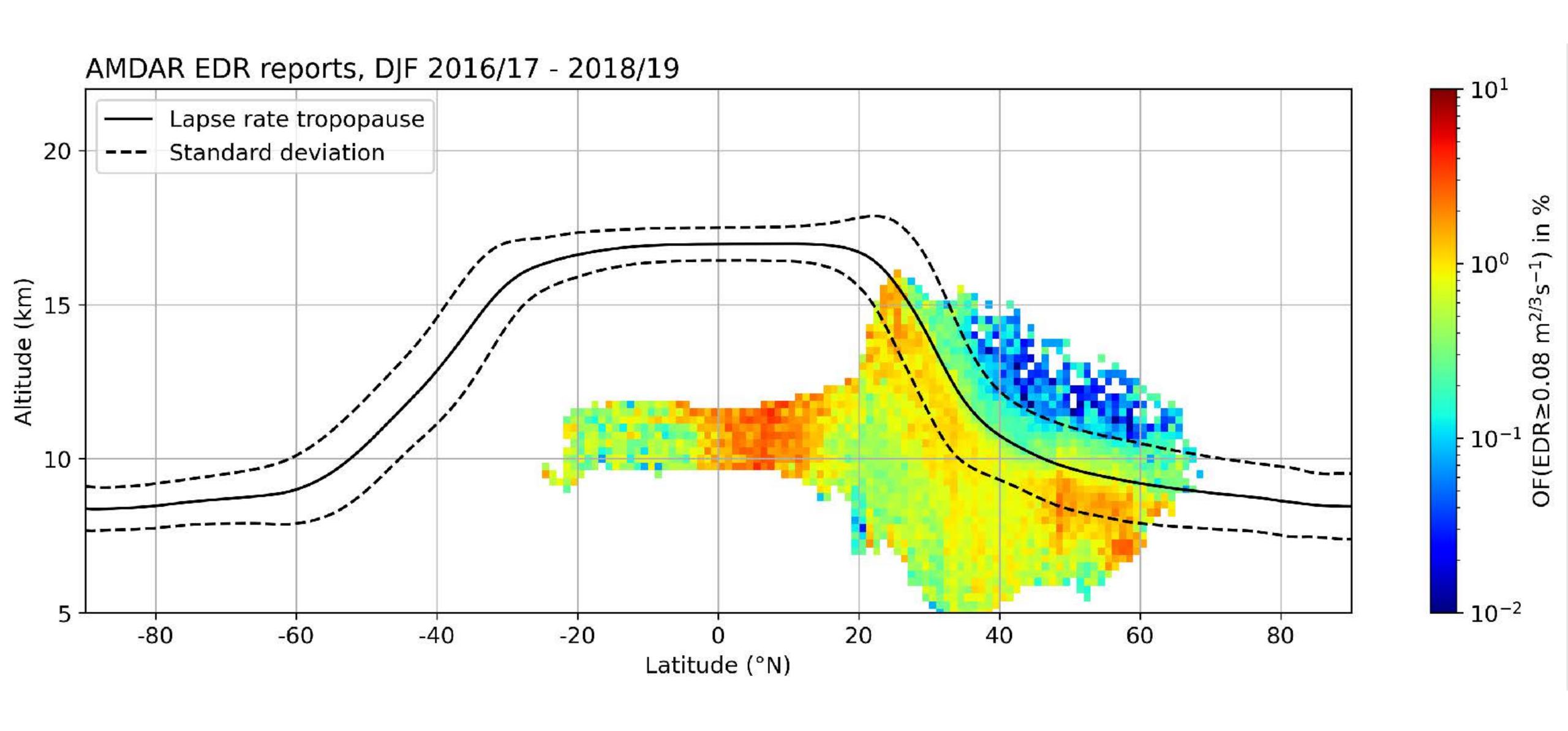


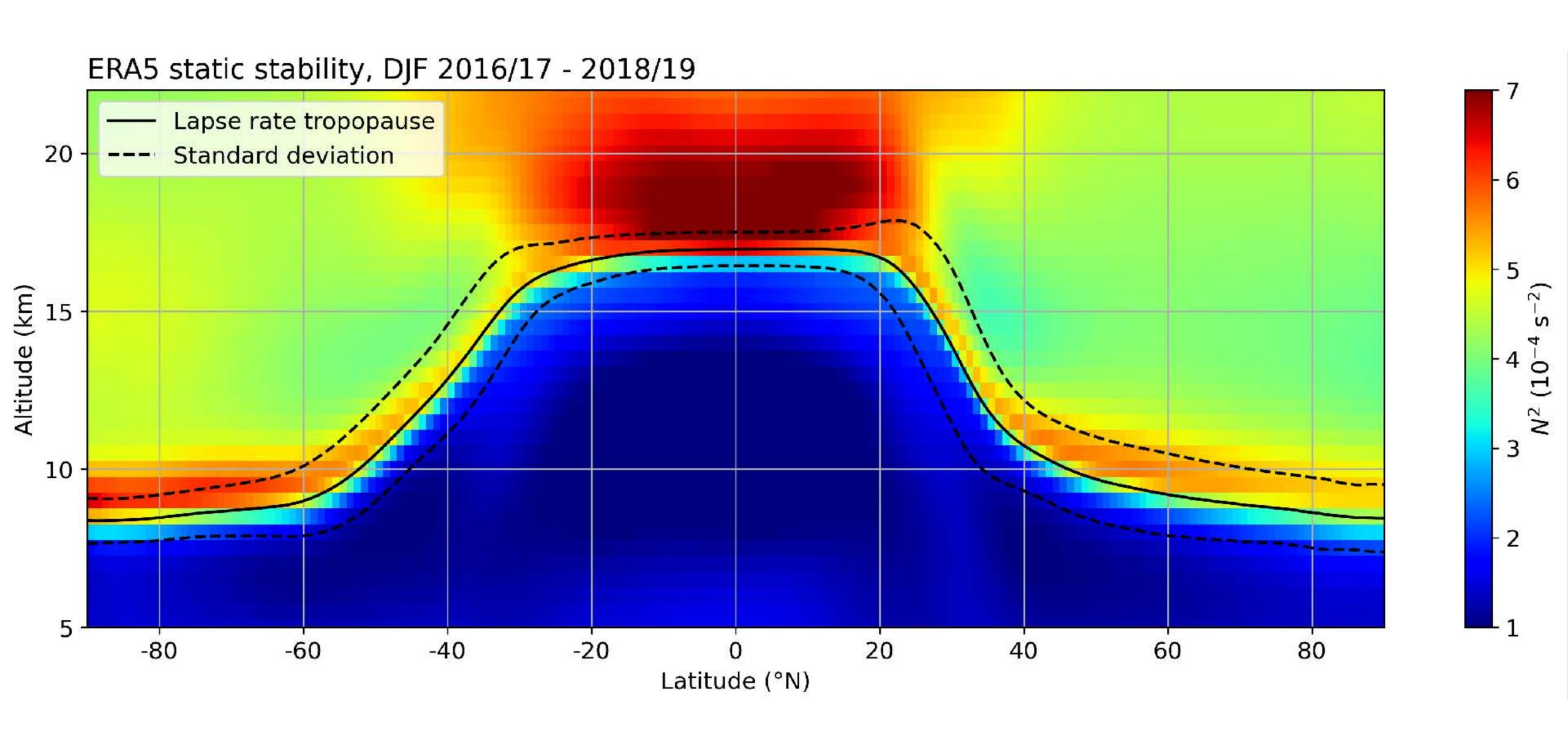


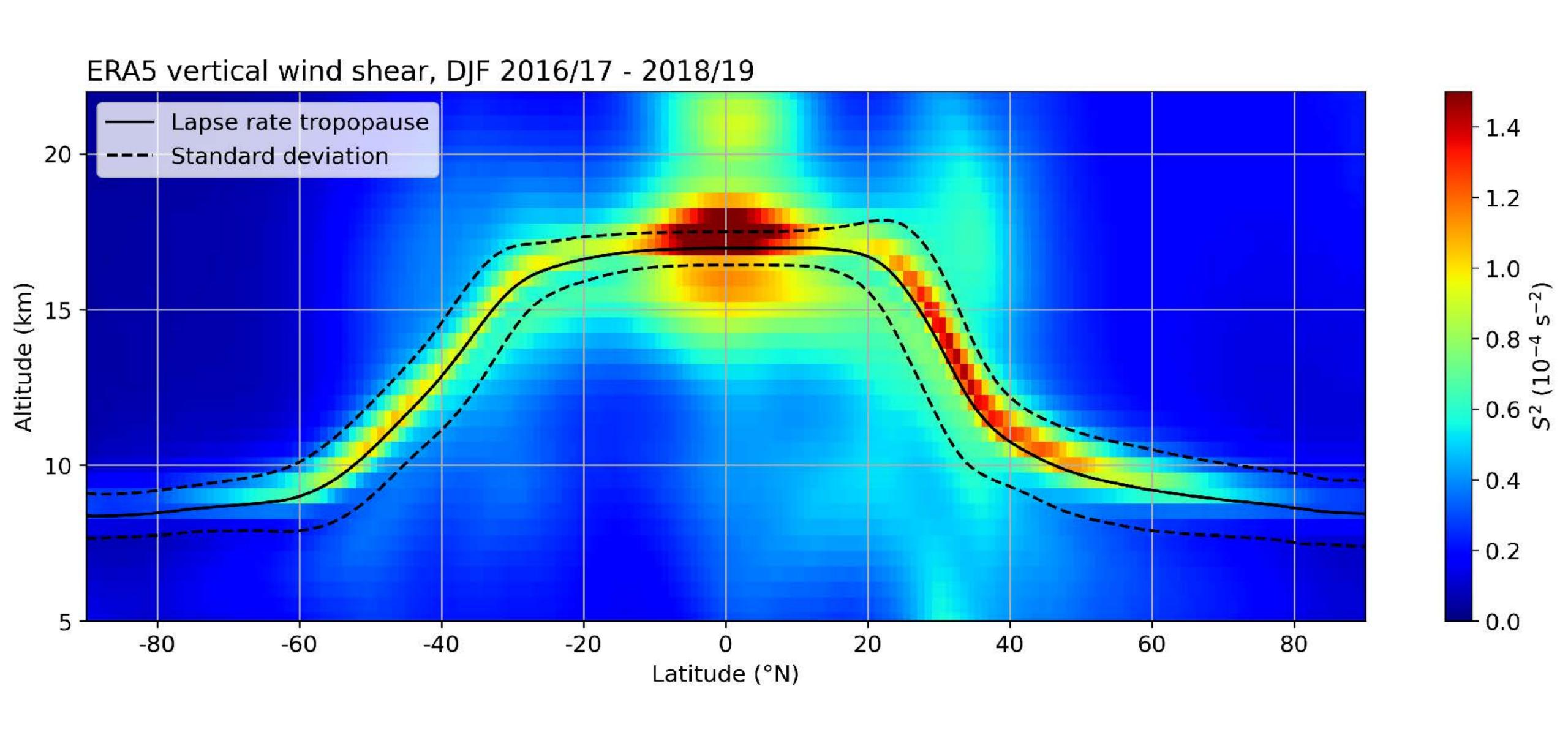




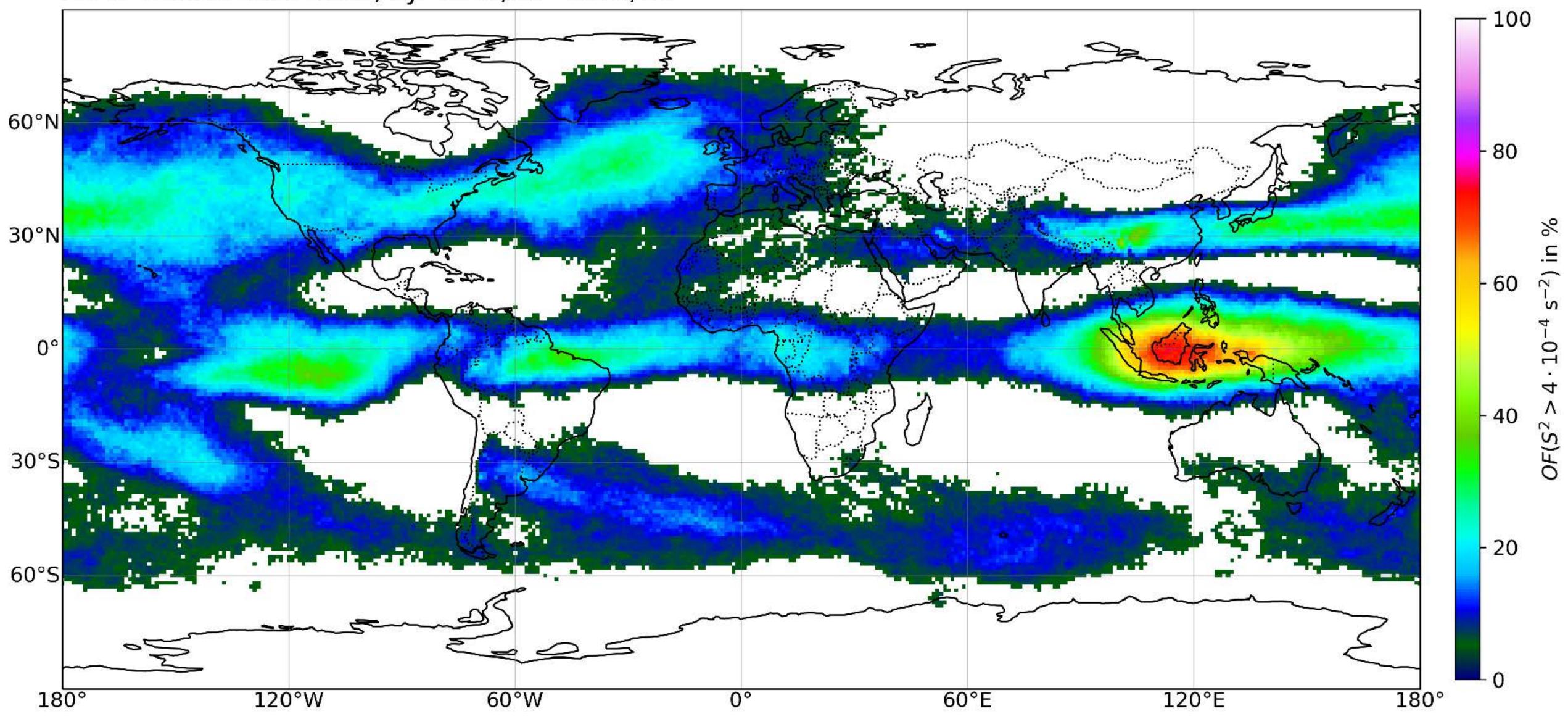




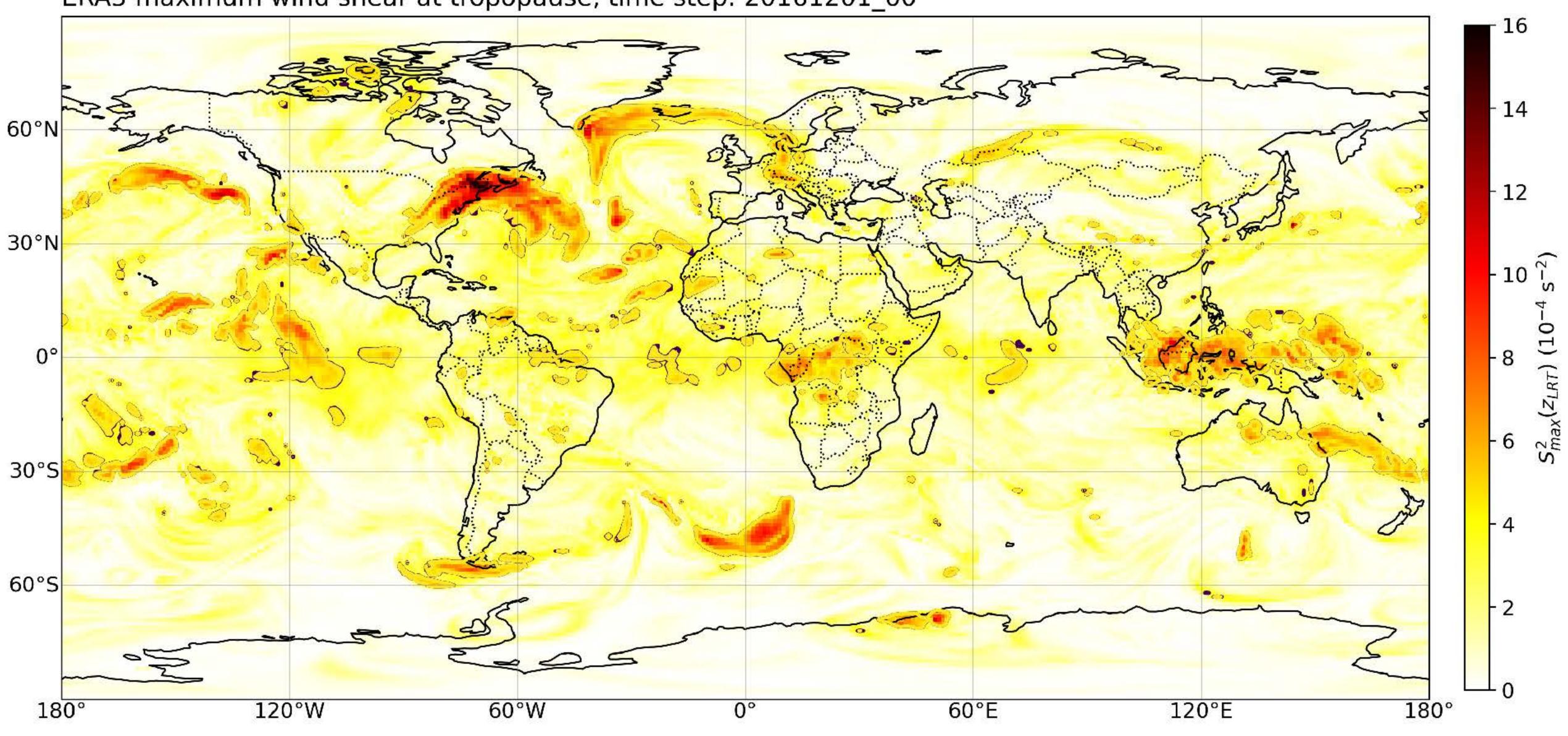




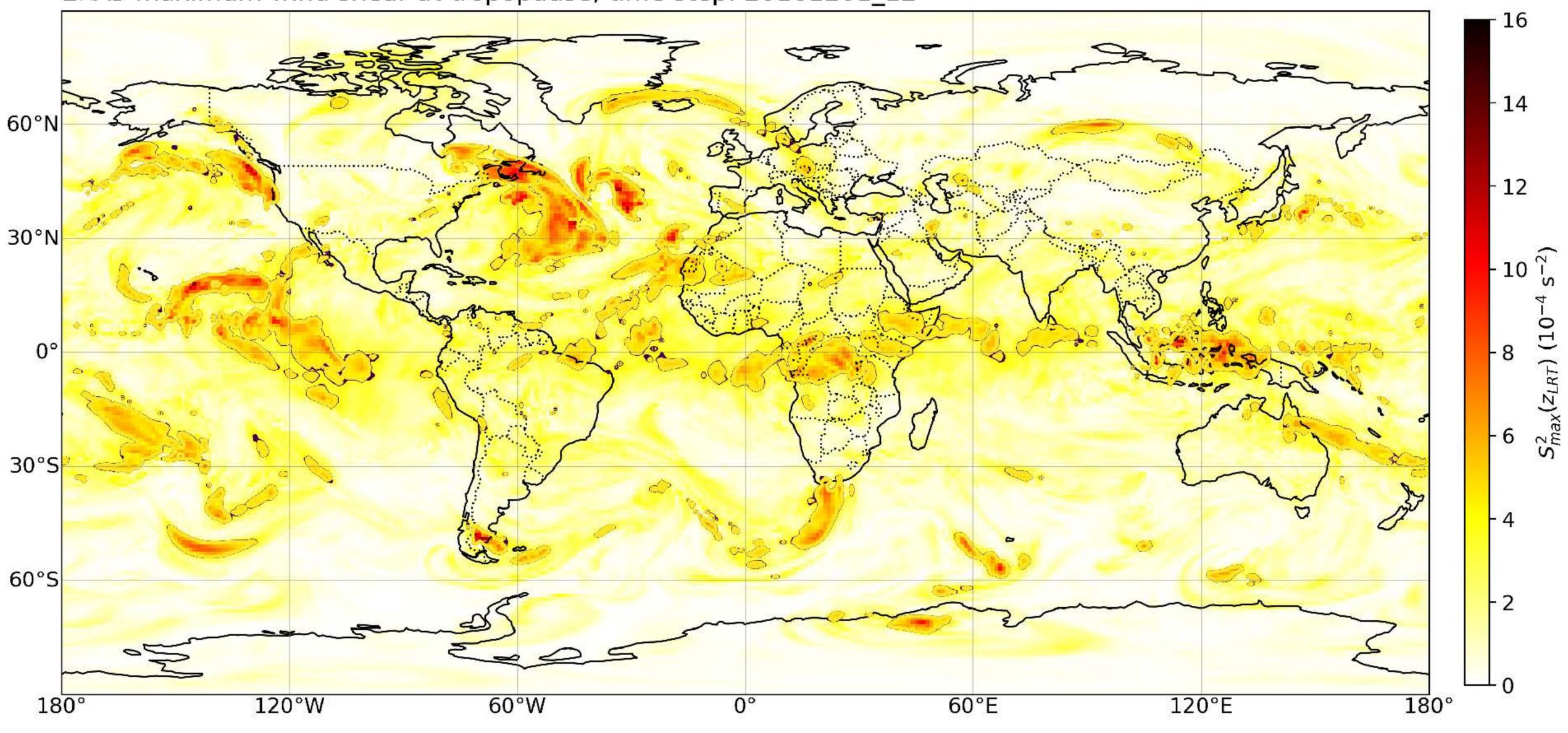
ERA5 vertical wind shear, DJF 2016/17 - 2018/19



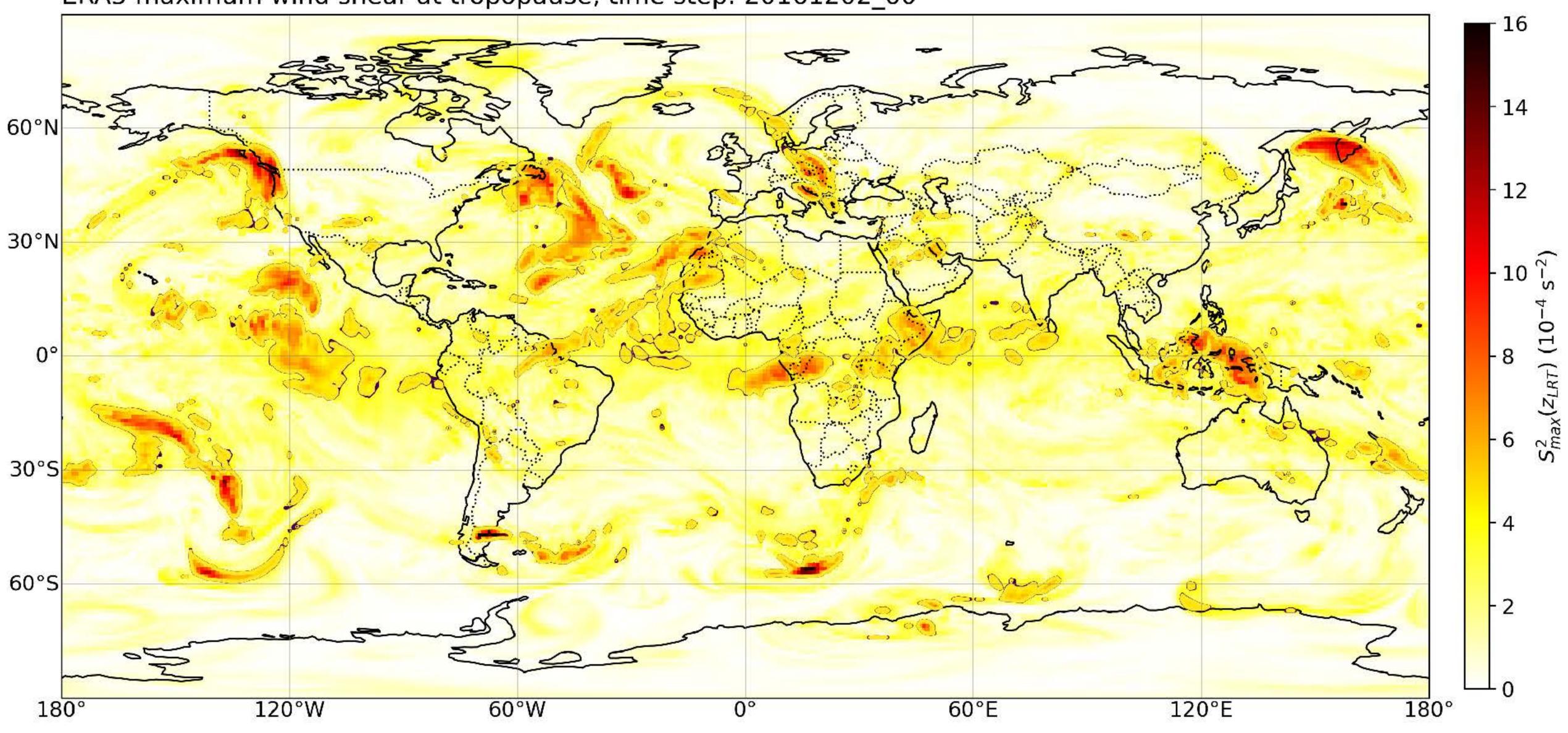
ERA5 maximum wind shear at tropopause, time step: 20161201_00



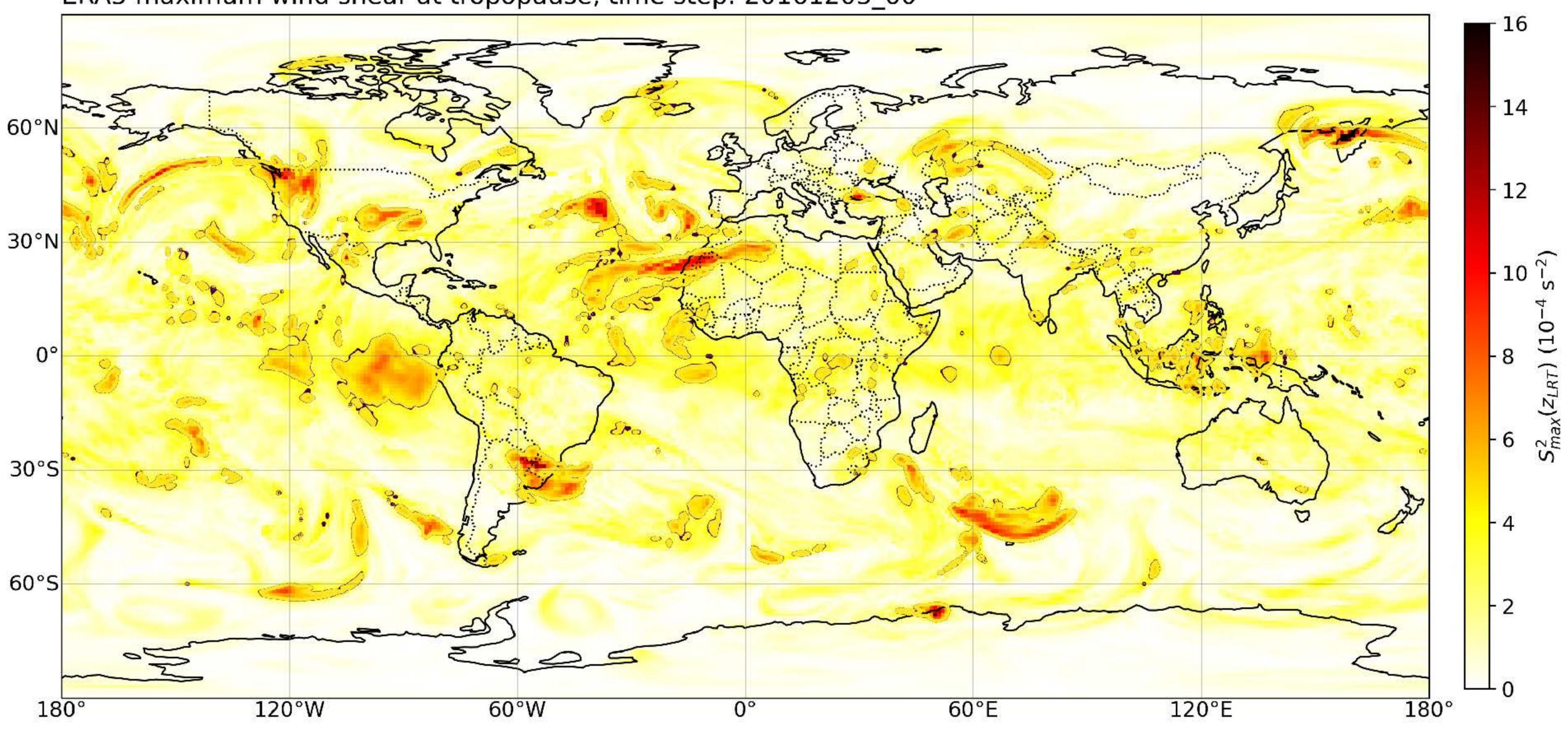
ERA5 maximum wind shear at tropopause, time step: 20161201_12



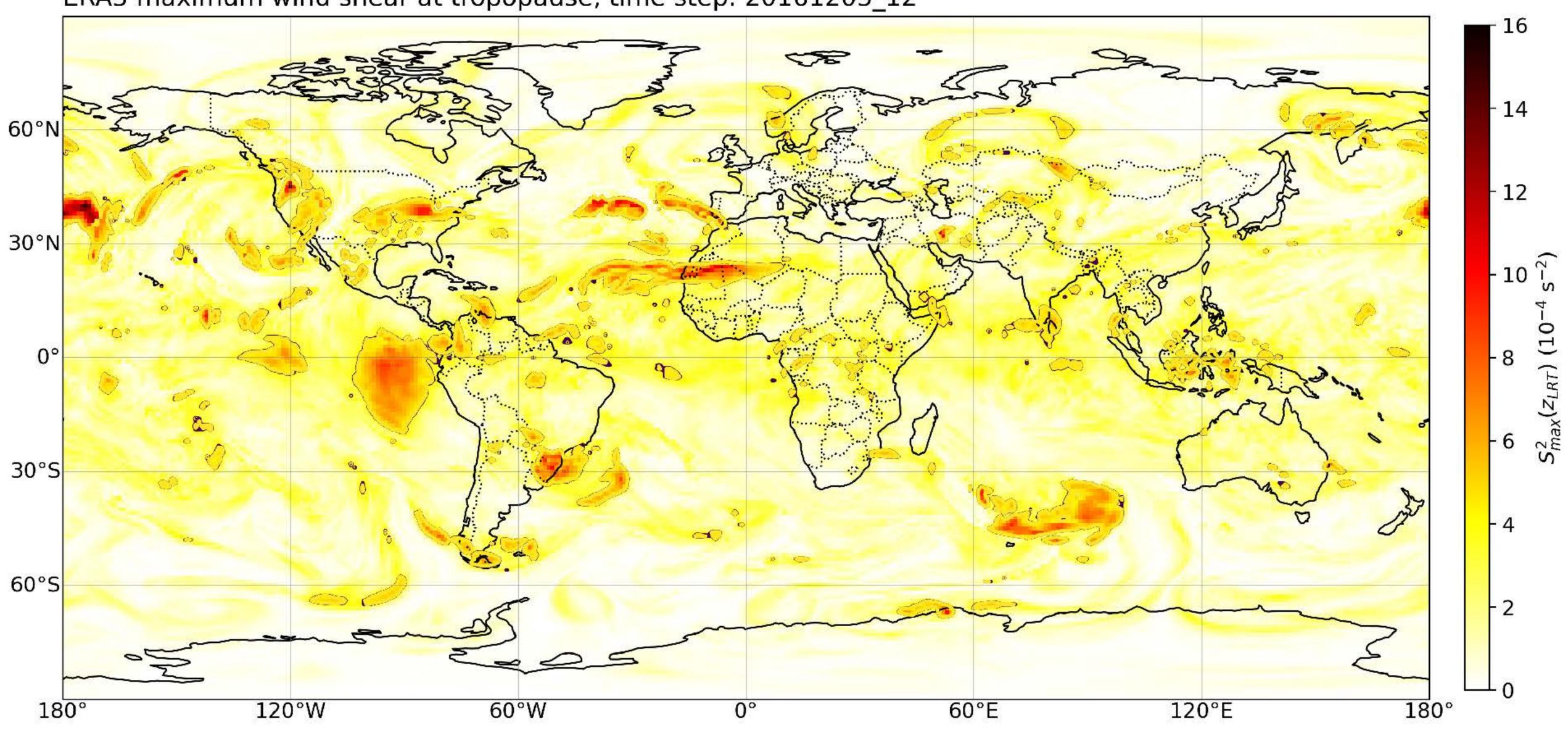
ERA5 maximum wind shear at tropopause, time step: 20161202_00



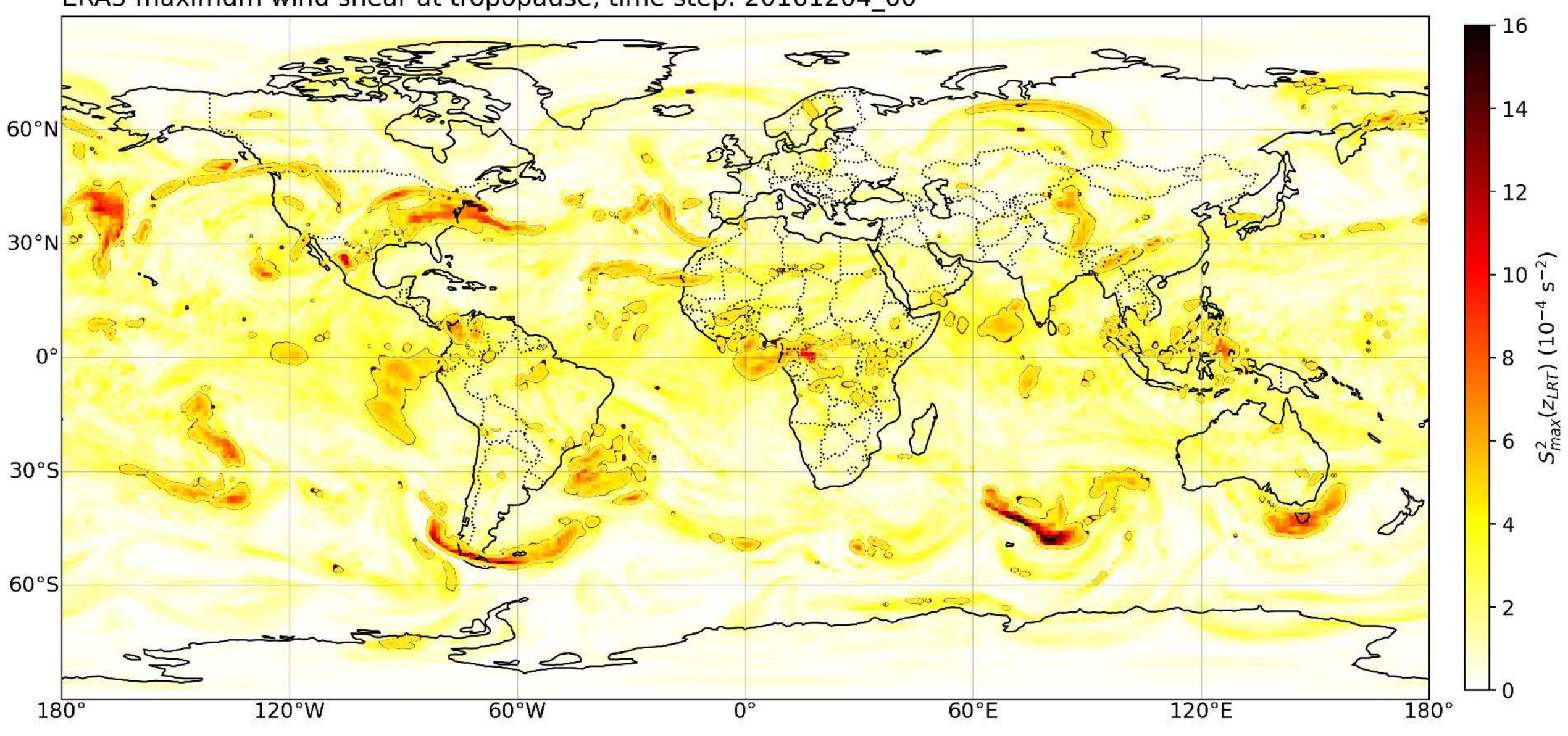
ERA5 maximum wind shear at tropopause, time step: 20161203_00



ERA5 maximum wind shear at tropopause, time step: 20161203_12



ERA5 maximum wind shear at tropopause, time step: 20161204_00



ERA5 maximum wind shear at tropopause, time step: 20161204_12

