Assimilation of Satellite Microwave Water Vapor Sounding Channel Data in NCEP Global Forecast System (GFS)

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Outline

Introduction

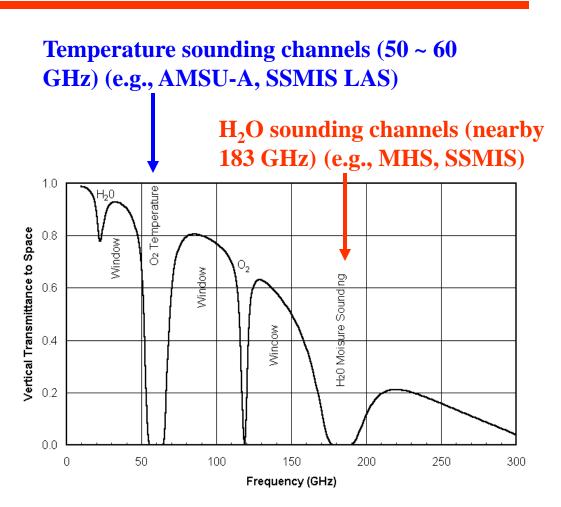
 Assimilation of MHS and (F16) SSMIS water vapor sounding channel data

Preliminary assessment of F18 SSMIS data

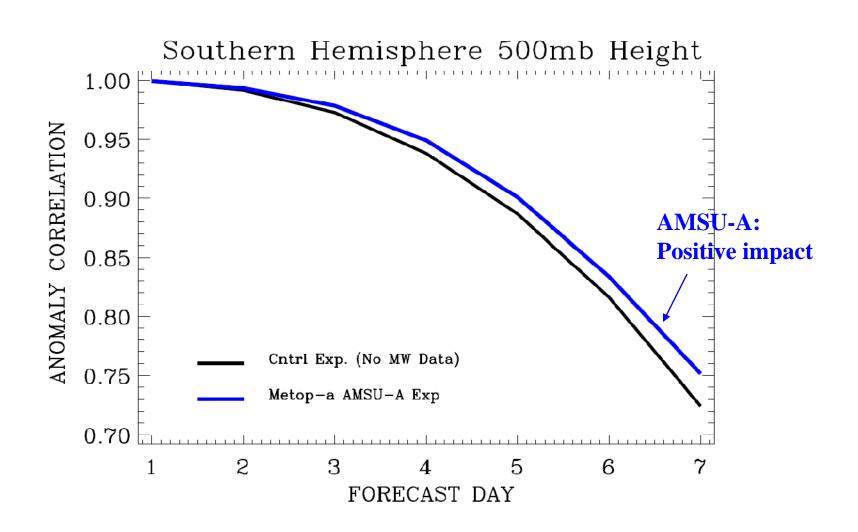
Summary

Satellite Microwave Sounding Channels

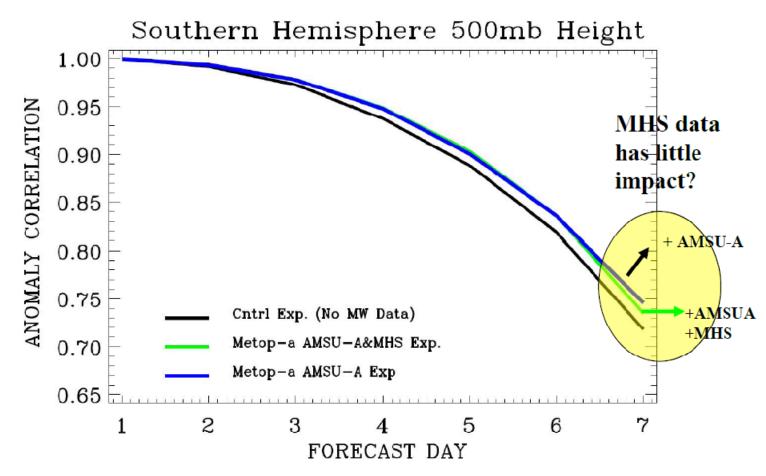
- Two groups of microwave sounding channels: one is temperature sounding channels which are between 50 and 60 GHz; other one is water vapor sounding channels nearby 183 GHz provide rich sounding information of water vapor
- Those channel
 measurements are mostly
 available from NOAA,
 Metop, DMSP, and
 Fengyun-3 satellites



Assimilation Impact of METOP-A AMSU-A Data



Assimilation Impact of METOP-A MHS Data (Current Quality Control)

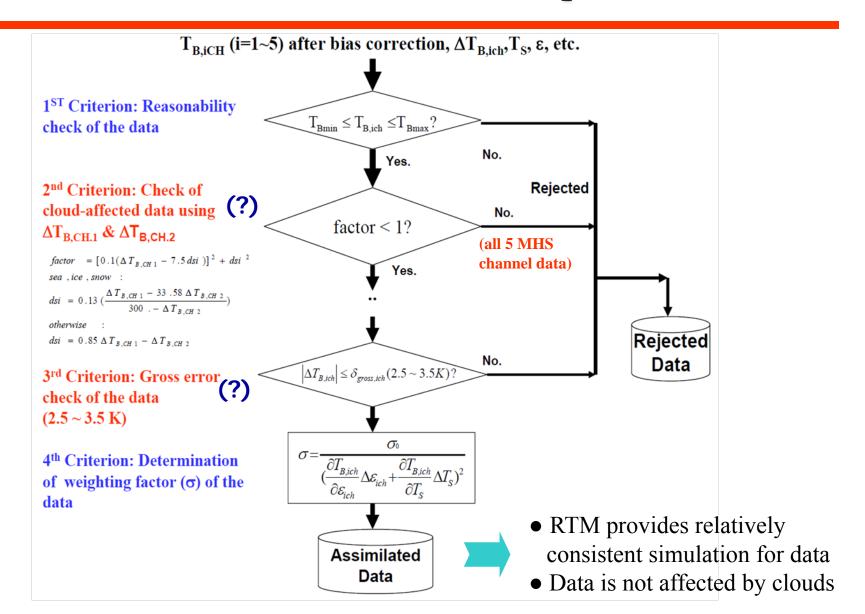


 Little impacts in GFS are observed from assimilation of water vapor sounding channels

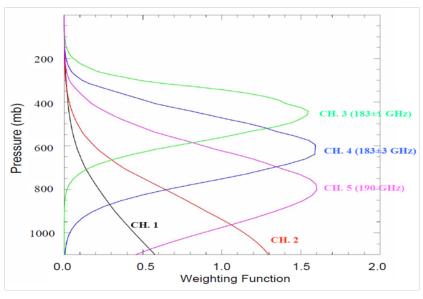
Requirements in Satellite Data Assimilation

- Observations have no bias after better calibration and bias correction
- Radiative Transfer Model (RTM) associated with surface emissivity model is physically consistent with what data represents
- Data passing quality control is 1) not affected by clouds and 2) can also be well simulated by RTM (which are due to limited capabilities in RTM, Global Data Assimilation System, and GFS)

Current Quality Control Scheme for Satellite Microwave Water Vapor Channels



Major Problems in Current Quality Control Scheme for MHS (AMSU-B) Water Vapor Channels



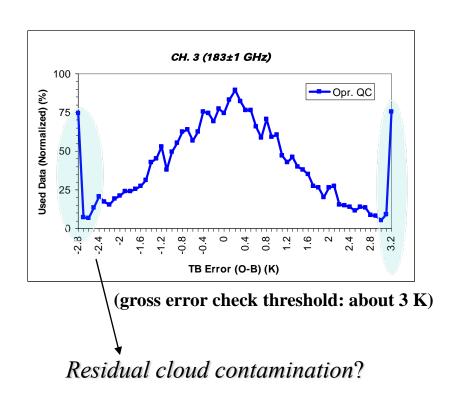
e.g., when $\Delta \epsilon = 0.04$,

 ΔT_B : around 8 K (89 and 157 GHz)

 ΔT_B : around 6 K (183±7 GHz)

 ΔT_B : around 3 K (183±3 GHz)

 ΔT_B : around 1 K (183±1 GHz)



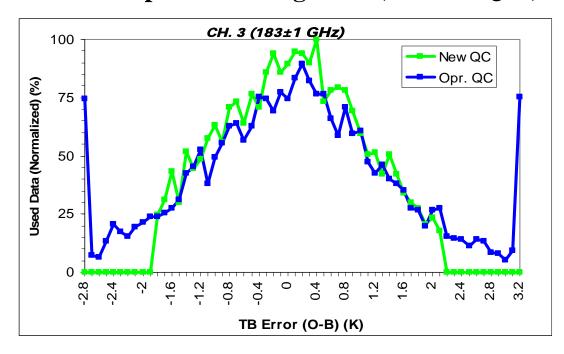
Problems: 1) High quality sounding channel data might be removed

2) Some cloud-detected data might remain

Improved Cloud Detection for MHS (AMSU-B) Quality Control

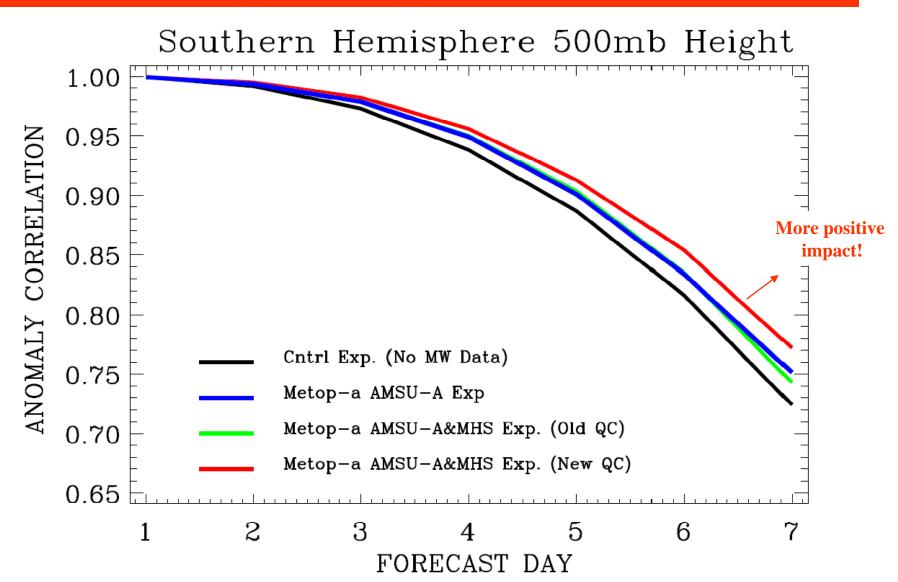
- QC criteria from two window channels are not applied to three water vapor channels
- Gross error check threshold is set to 2 K
- More high quality is used and less cloudcontaminated data remain using new QC criteria

TB departure histograms (new/old QCs)



Impacts of METOP-A MHS Data (New/Old QCs)

(Exp. Period: Sept. 1 – Oct. 30, 2009)



Cloud Detection Algorithm for SSMIS Water Vapor Channel Data

• Introduce a ratio (r) of two scattering parameters at 91.655 V-POL and 150 H-POL (Ω_{91} , Ω_{150})

$$r = \frac{\Omega_{91}}{\Omega_{150}}$$

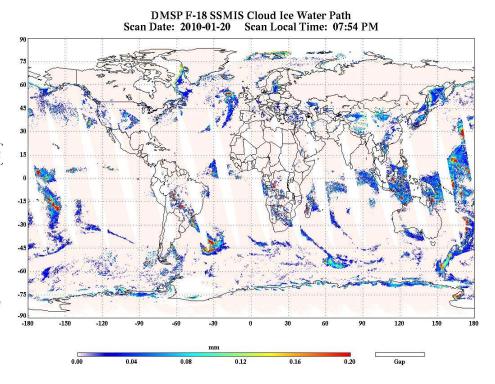
• Effective diameter of ice particles (De) is determined by r

$$D_e = \exp[a_0 + a_1 \ln(r) + a_2 \ln^2(r)]$$

• Ice water path (IWP) is determined by Ω_{91} and De)

$$IWP = \frac{\Omega_{91v} * De * COS(53.2^{\circ}) * \rho_{ice}}{\Omega_{N}}$$

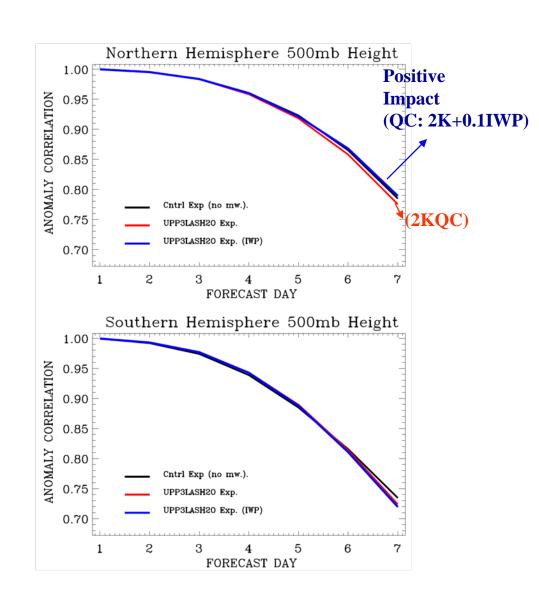
$$\Omega_{N} = \exp[b_{0} + b_{1} \ln(D_{e}) + b_{2} \ln^{2}(D_{e})]$$



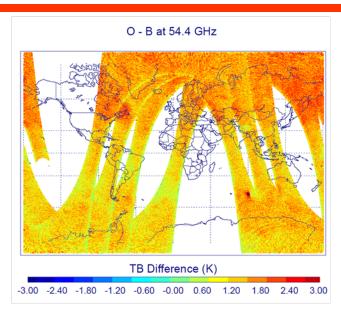
(Reference: Sun and Weng, JAMC, 2010)

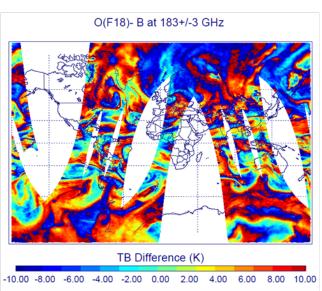
Impacts of F16 SSMIS UPP Water Vapor Sounding Data

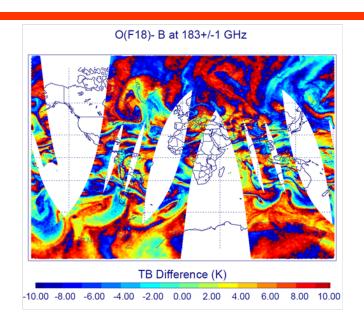
- Positive impacts of F16 SSMIS UPP water vapor sounding data in NH (IWP-cloud detection of 0.1 mm)
- Little impact of F16 water vapor sounding data in SH
- A remaining issue: F16 UPP water vapor sounding data has some residual calibration bias?

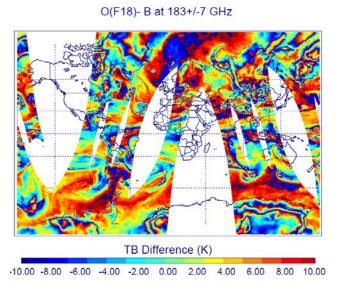


Preliminary Assessment of F18 SSMIS Data

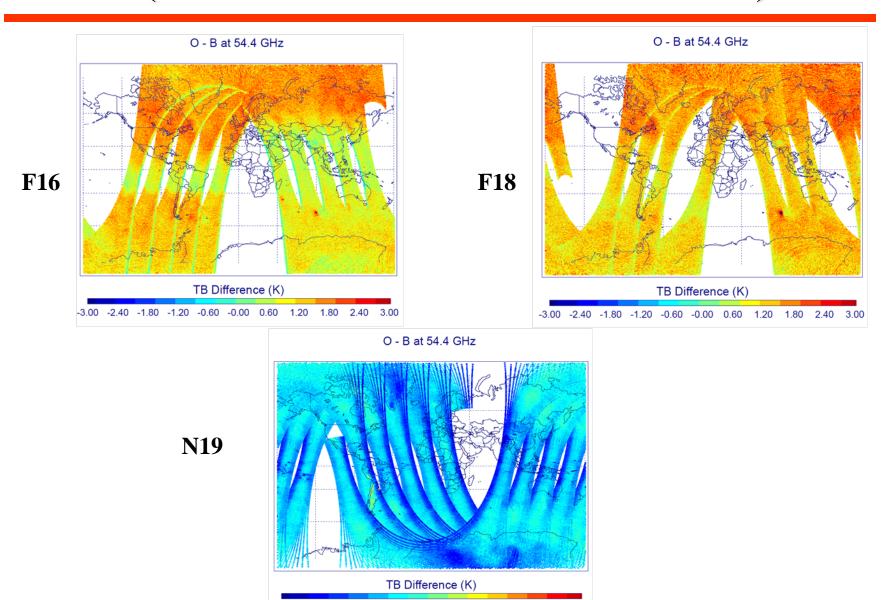








O –B at 54.4 GHz (F16 and F18 SSMIS and N19 AMSU-A)



-3.00 -2.40 -1.80 -1.20 -0.60 -0.00 0.60 1.20 1.80 2.40 3.00

Summary

Assimilation of MHS water vapor sounding channel data

- An improved QC scheme is developed for MHS water vapor sounding channels
- This improved QC results in more positive impacts of Metop-a MHS water vapor data in GFS

Assimilation of SSMIS water vapor sounding channel data

- An ice water path algorithm developed by Sun and Weng (2010) is applied to check (ice) cloud-contaminated data in F16 UPP
- A positive impact is observed over NH from F16 SSMIS UPP water vapor data, but little impact over SH

Preliminary assessment of F18 SSMIS data

- Preliminary results show that F18 SSMIS data has an excellent performance compared to other SSMIS data
- Assimilation impact of F18 is yet to be completed

F16 ~ F18 SSMIS TB Departures (O – B)

