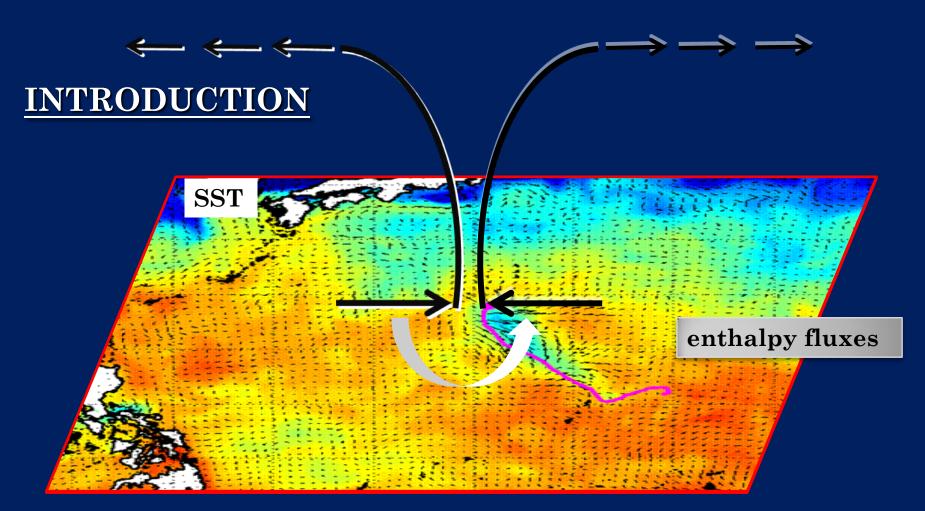
EFFECTS OF AIR-SEA COUPLING ON TROPICAL CYCLONE STRUCTURE : A NEW PERSPECTIVE FROM TRACER AND TRAJECTORY ANALYSIS IN COUPLED MODEL.

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**RSMAS/ Univ. of Miami** 



- Emanuel (1986); Rotuno and Emanuel (1987) air-sea, energetically
- Price (1981) negative feedback & inhomogeneous SST cooling
- Wright et al. (2001) inhomogeneous TC-induced surface waves
- Chen et al. (2007; 2010a, b) significant impacts of atmosphere-waveocean coupling on TC intensity

### **SCIENTIFIC QUESTION**

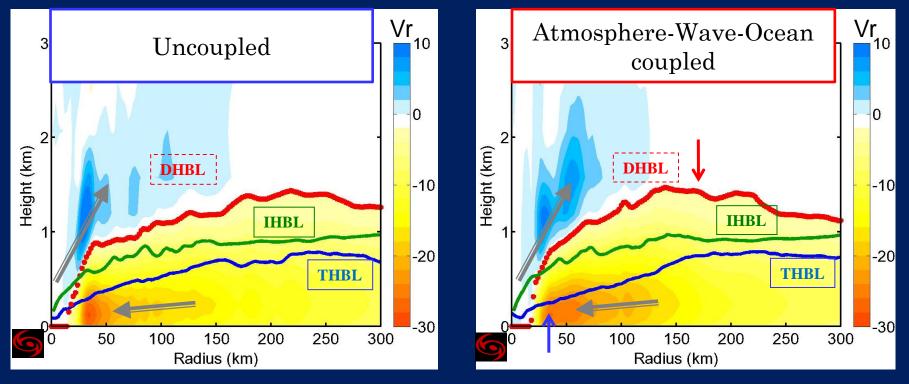
 • What are the physical mechanisms through which the air-sea coupling processes affect TC structure and, therefore, storm intensity.

To better understand the variation of <u>hurricane</u> <u>boundary layer (HBL)</u> structure due to the airsea coupling (Lee and Chen 2010)

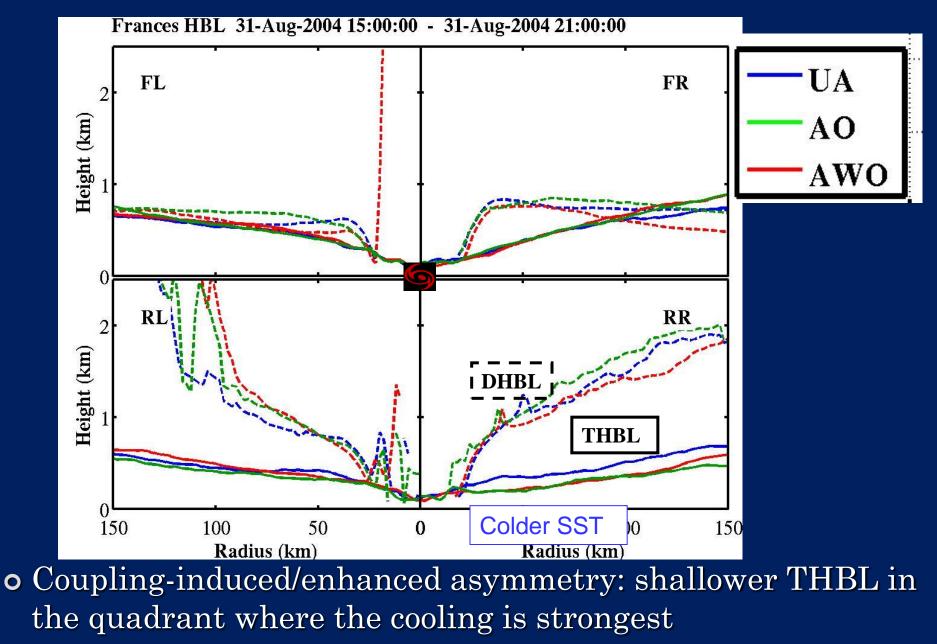
#### **SPECIFIC OBJECTIVE:**

 To examine the property of <u>inflow</u> in HBL, especially over cold wake, and its impact on storm structure

## Lee and Chen (2010): the variation of hurricane boundary layer (HBL) due to the air-sea coupling



- Complex boundary layer in hurricanes with different definitions: DHBL (inflow layer ), IHBL, THBL (mixed layer)
- Full atmosphere-wave-ocean coupling increases DHBL and lowers THBL

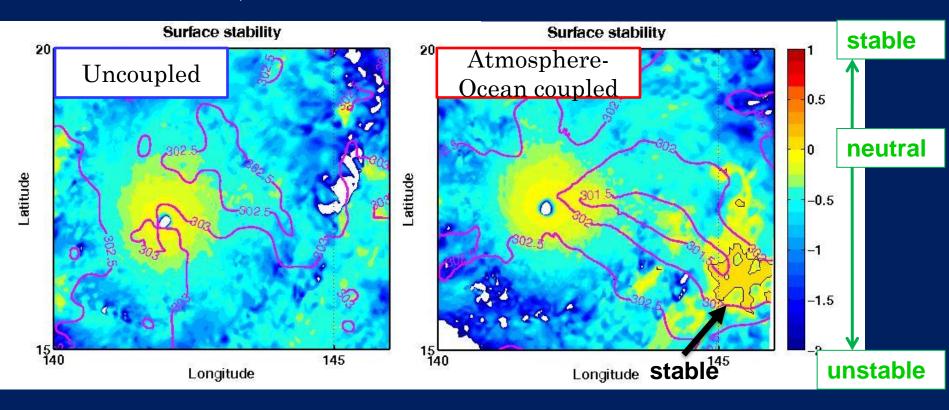


→ More stable HBL?

## **BL STABILITY INDEX:**

$$\zeta = \frac{z}{L} = \frac{-kzg(w'\theta_v')_s}{\overline{\theta_v}u_*^3}$$

#### L : Obukhov length Z : well mixed layer



• Cold wake in coupled model  $\rightarrow$  More stable HBL!

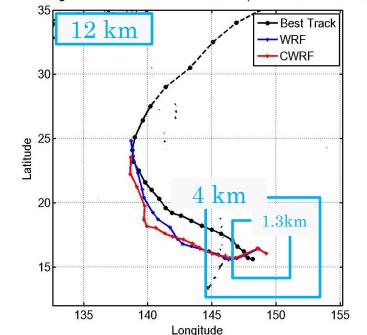
# **COUPLED WRF-3DPWP (CWRF)**

## o WRF V3.1.1

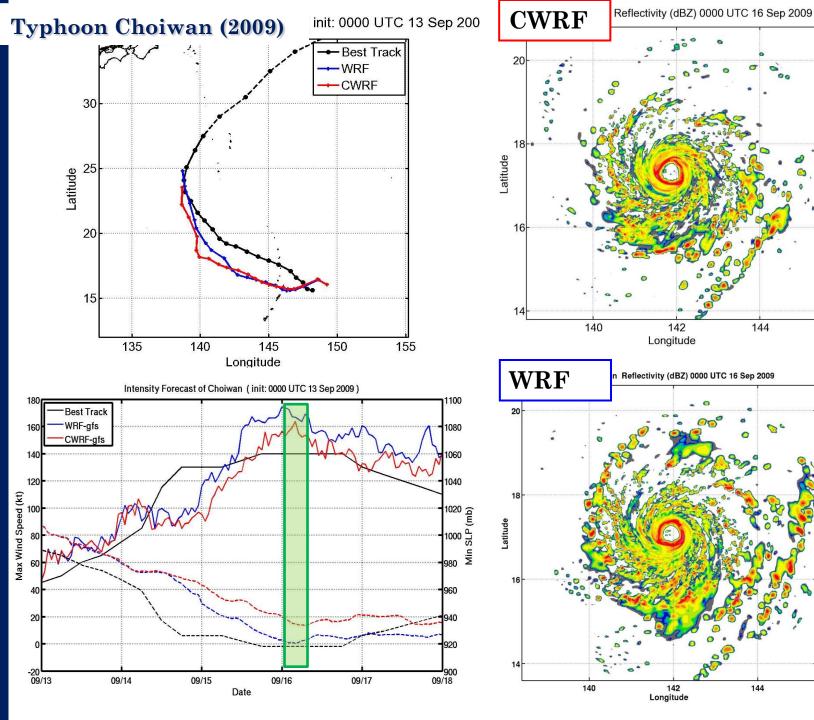
- 12, 4, 1.3-km moving nests
- 36 vertical levels with 9-10 levels within lowest 1km
- WSM5
- YSU PBL scheme
- Donelan (2004) wind-wave surface roughness
- Garratt (1992) exchange coefficients for T and q

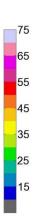
## o 3DPWP

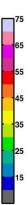
- 3-D upper ocean circulation model (~0-400 m depth)
- **o** (UM wave model)
  - To be added to CWRF by Curcic/Chen/Donelan.



WRF / CWRF -gfs Track Forecast of Choiwan (init: 0000 UTC 13 Sep 2009)







Two ways to track the property of air mass:

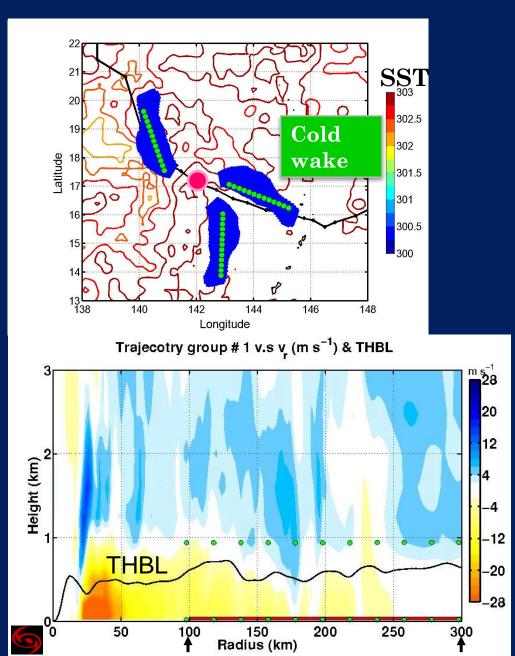
• <u>Trajectory:</u> an undiluted air parcel advected by the motion of fluid

$$x_{i,t+1} = \delta x_i + x_{i,t}$$
$$\delta x_i = U_i \times \delta t$$

• <u>Tracer</u>: air parcel that subjected to advection, mixing, and diffusion

$$\frac{\partial \mathbf{C}}{\partial t} + \mathbf{U}_{j} \frac{\partial \mathbf{C}}{\partial x_{j}} = v_{c} \frac{\partial^{2} \mathbf{C}}{\partial^{2} x_{j}^{2}} + \mathbf{S}$$

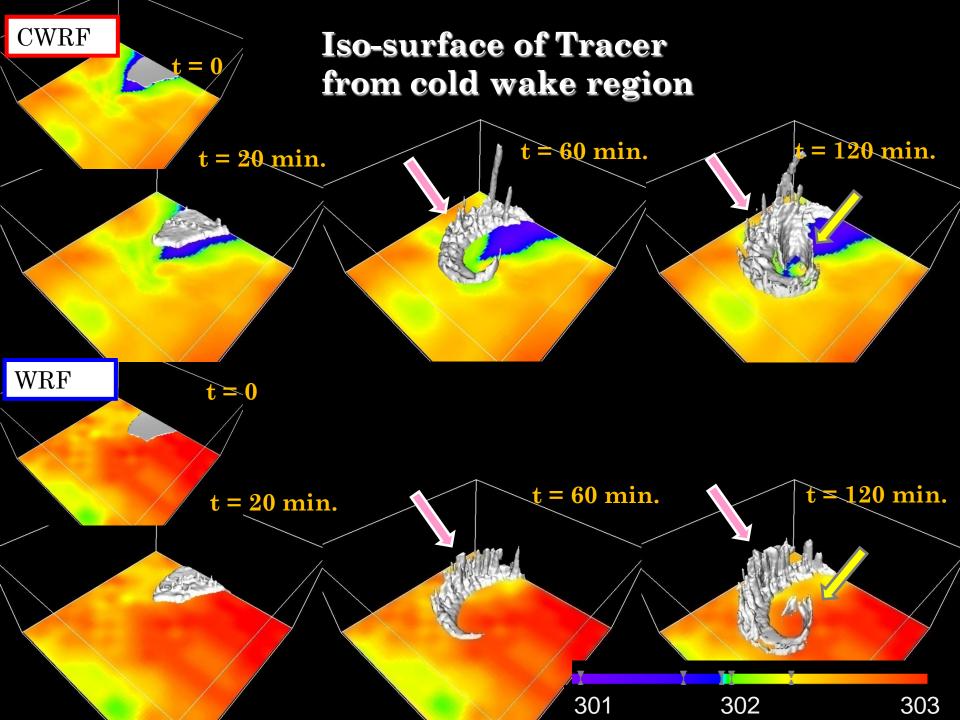
### **Initial locations of tracer and trajectories**

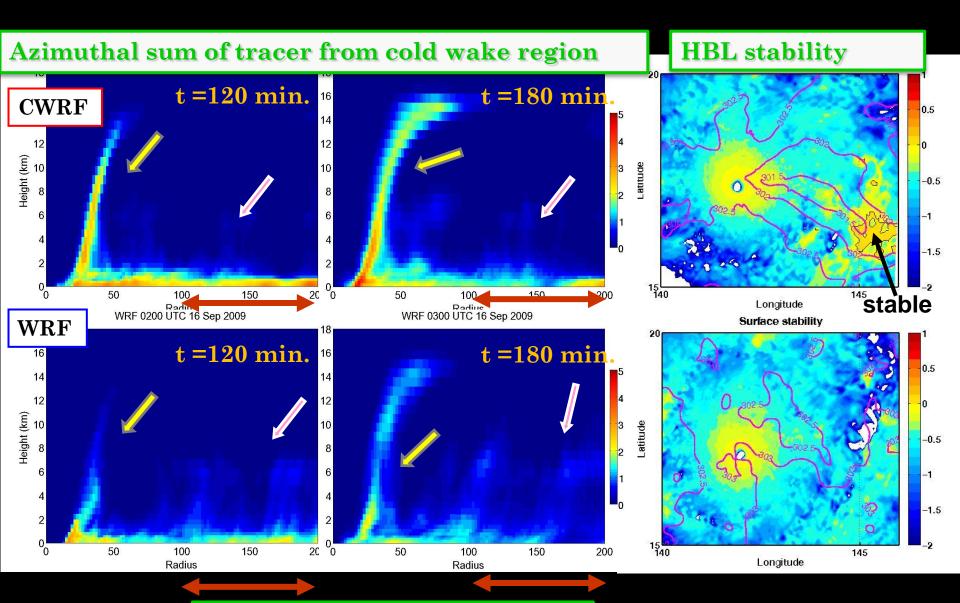


- o CWRF
  - 1. cold wake region
  - 2. upstream of cold wake
  - 3. ahead of the storm track
  - vertical extent:
    - Tracer near-sfc (1<sup>st</sup> two levels) and
    - Trajectory boundary layer (1<sup>st</sup> & 9<sup>th</sup> levels)
  - ~100 300 km away from the storm center

#### o WRF

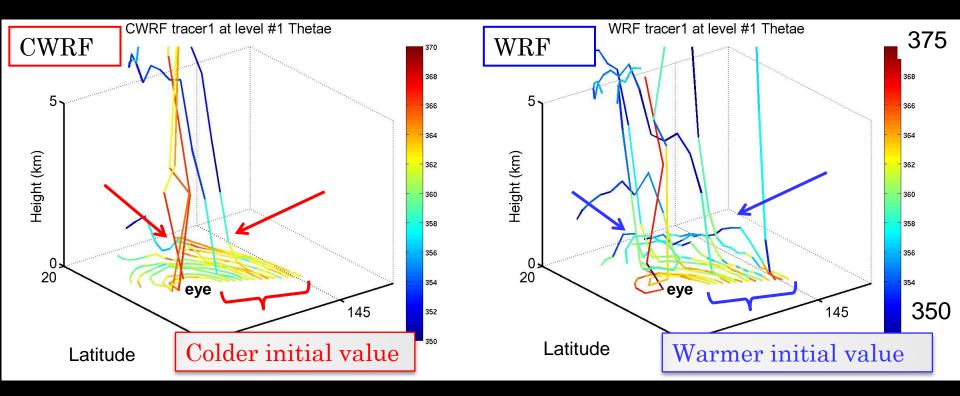
• same storm-relative locations as in CWRF





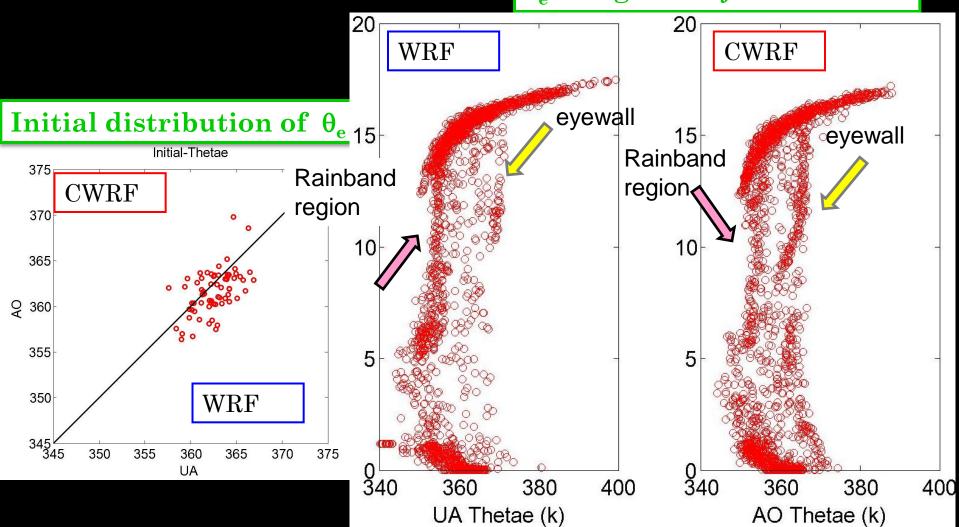
Same initial position with the same tracer concentration

#### $\boldsymbol{\theta}_{e}$ along the trajectories from cold wake region



- 13 trajectories in WRF and CWRF respectively
- Trajectories in CWRF tend to stay in HBL longer than those in WRF
- More high energy air-parcels enter eyewall in CWRF

#### $\theta_{e}$ along all trajectories



	rainband	eyewall
CWRF	54	43
WRF	65	34

## CONCLUSIONS

CWRF

- Stable/less unstable boundary-layer-over-the cold wake in CWRF led to more mass flux into the eyewall from this region than in WRF
- o Results indicate that TC is more efficient in transfering surface heat/moisture into the WRF eyewall in the coupled model

## **FUTURE WORK:**

• To test generality of the current results in other cases over the Atlantic and Western Pacific.

- To better quantify the impacts on TC structure in terms of wind and rain in the eyewall and rainbands, temperature in the eye, etc.
- Examine impact of the surface waves on TC structure using the fully coupled model with the addition of the UM Wave Model (soon to be implemented in CWRF).

# ACKNOWLEDGEMENT

• I would like to thank the following NCAR scientists for their guidance on coupling CWRF, and developing tracer/trajectory calculation in WRF:

Dr. Jimy Dudhia, Dr. Wei Wang, Dave Gill, and John Michalakis



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