



- STILT modeling: Flight planning and analysis

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Et al.

Atmospheric modeling component of ORCAS

- STILT: Stochastic Time-Inverted Lagrangian Transport model
- Use wind fields (forecast, reanalysis, modeled) to drive. Release air parcels (100s – 1000s) which stochastically sample turbulence and can move forwards or backwards in time.
- Been used extensively in regional aircraft campaigns & quantifying fluxes (over land)
- Key feature: links atmospheric observation with upwind sources/sinks

CARVE Polar-WRF/STILT Receptor – Footprint Simulation 500 Particles, 10-day Back Trajectories

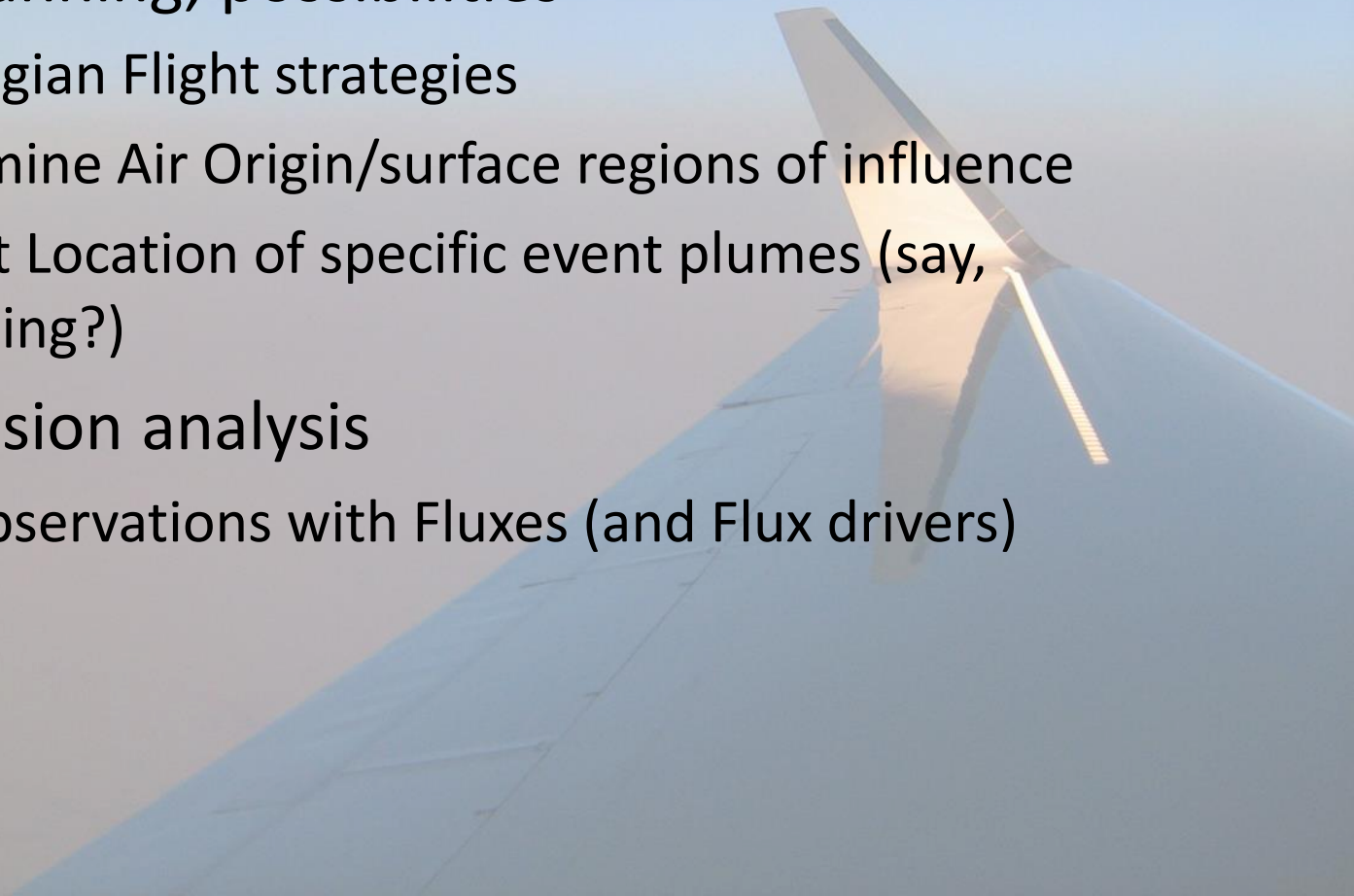


time : 11d 23h 00m

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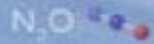
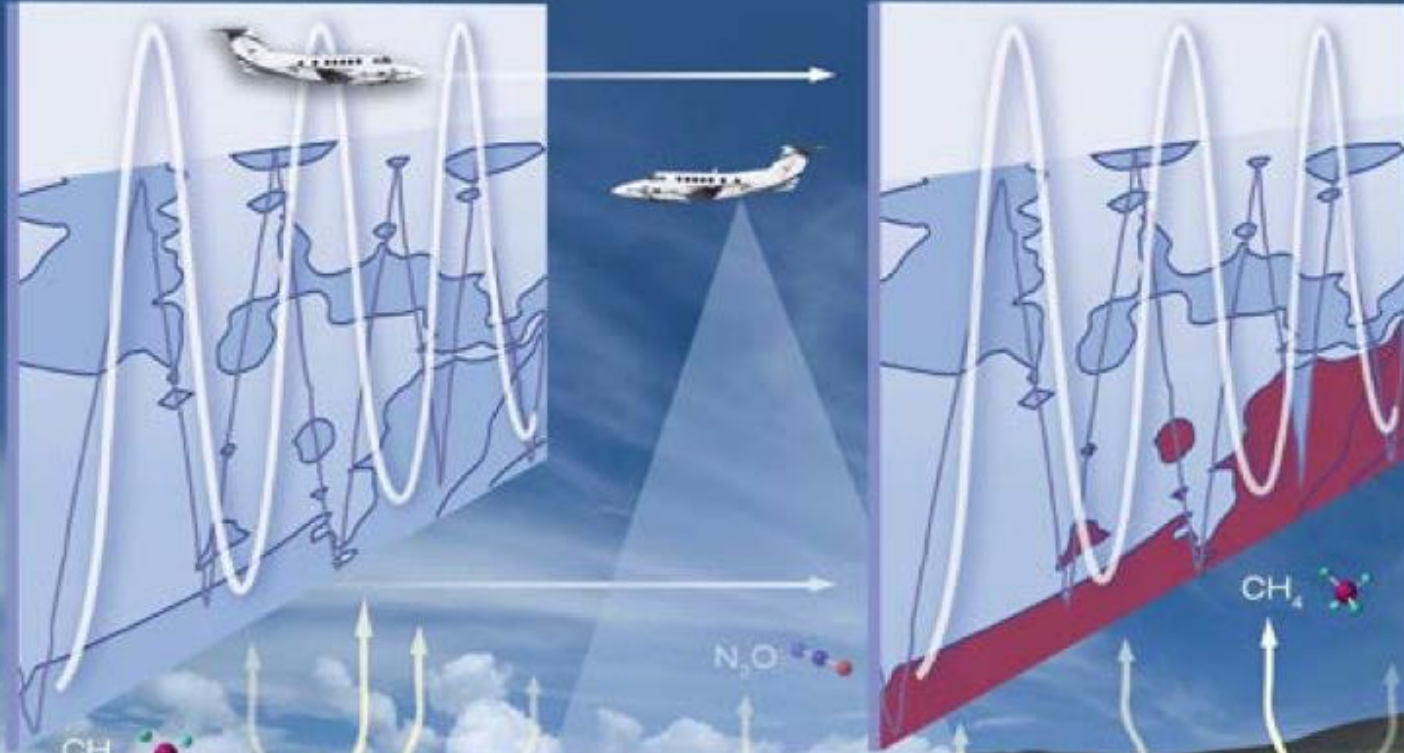
How will this be used for ORCAS

- 2 Modes
 - Flight Planning, possibilities
 - Lagrangian Flight strategies
 - Determine Air Origin/surface regions of influence
 - Predict Location of specific event plumes (say, upwelling?)
 - Post-mission analysis
 - Link observations with Fluxes (and Flux drivers)



UPWIND CROSS SECTION

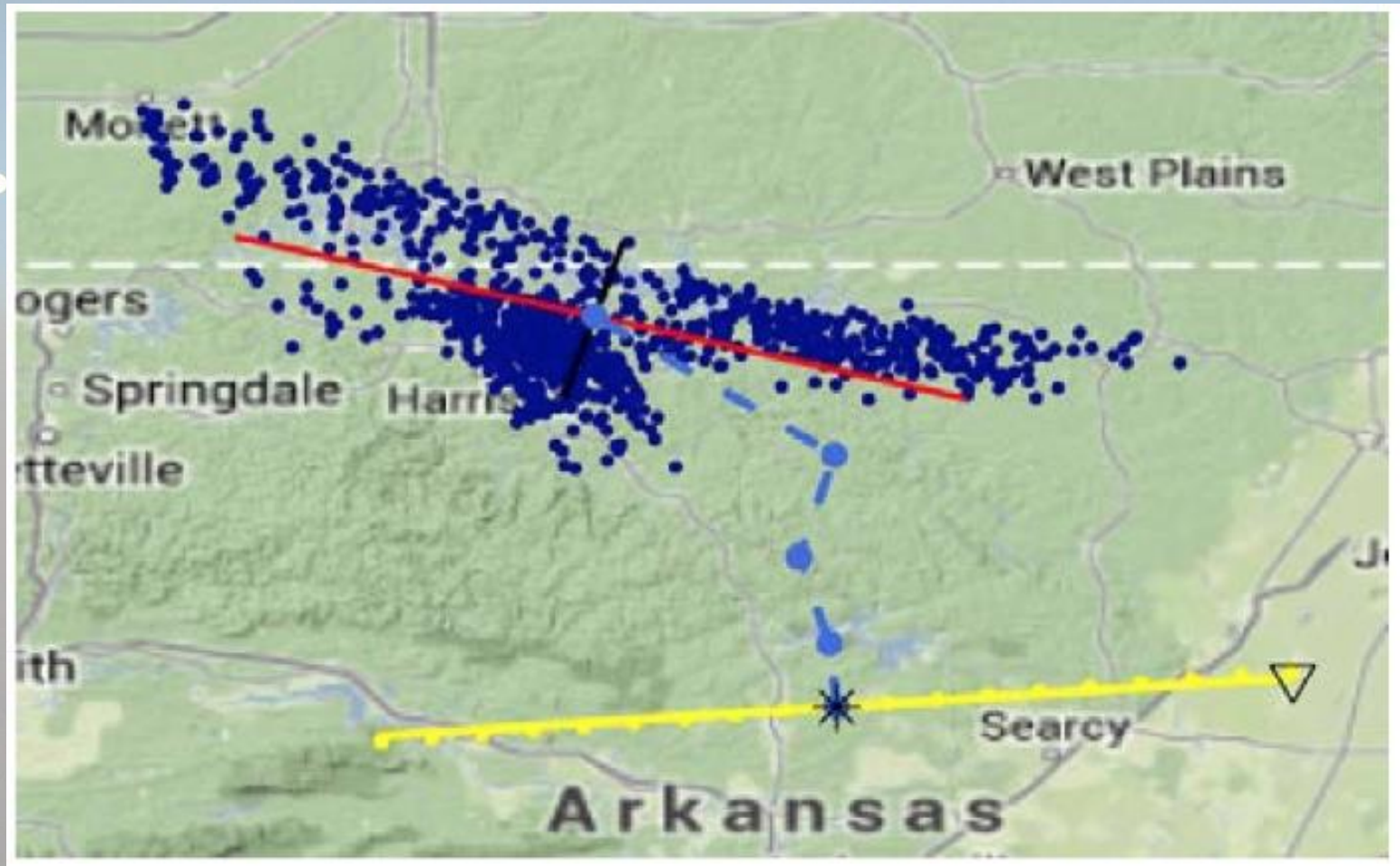
DOWNWIND CROSS SECTION



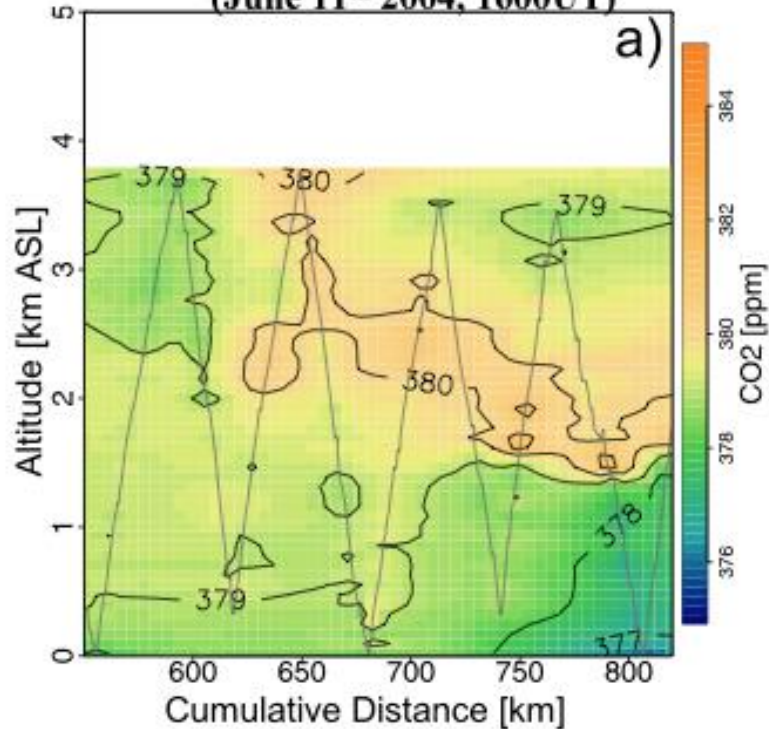
WETLANDS

AGRICULTURE

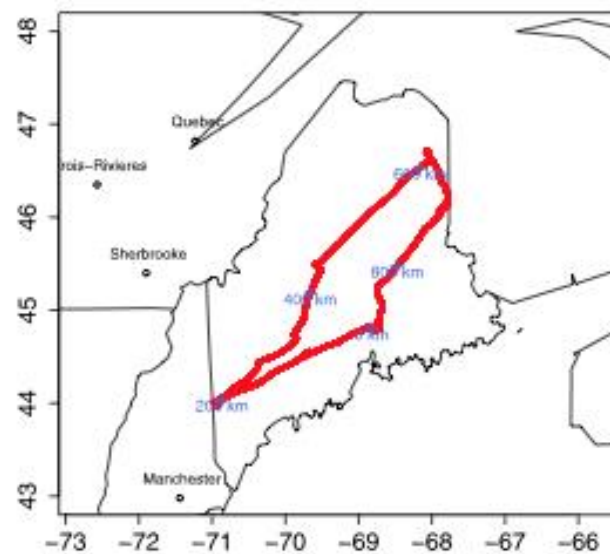
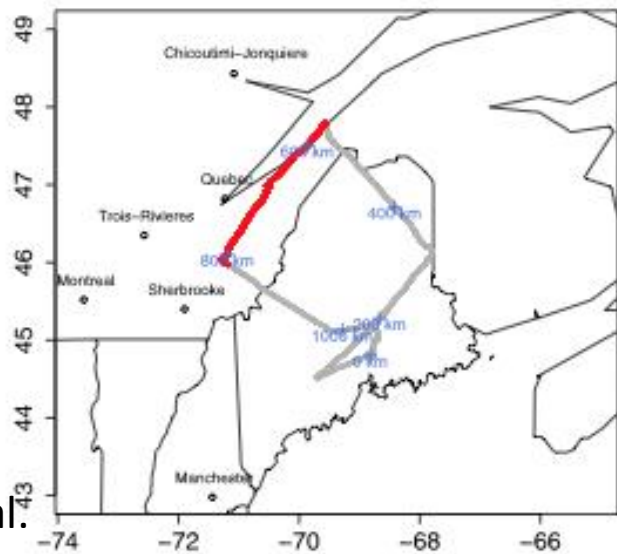
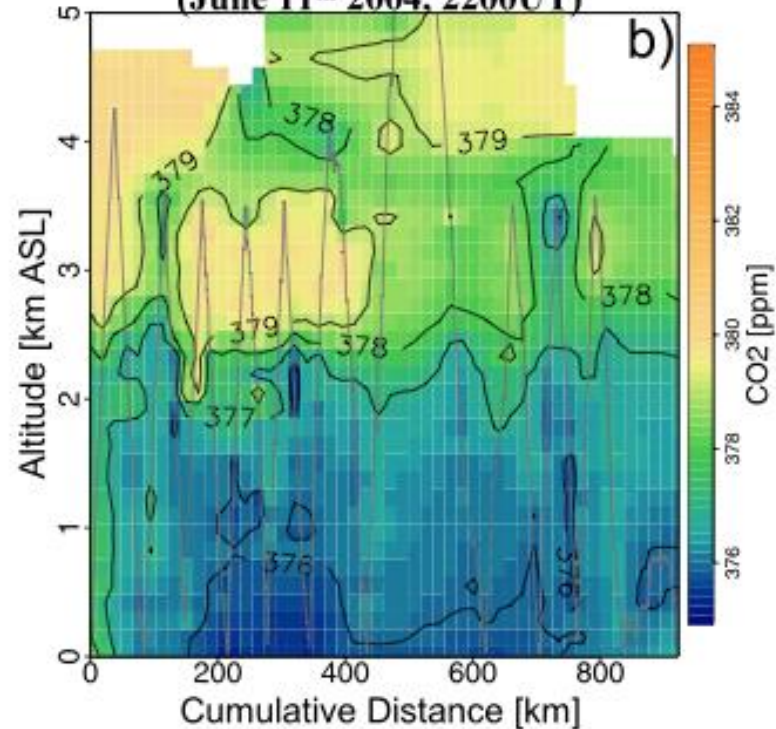
OIL AND GAS



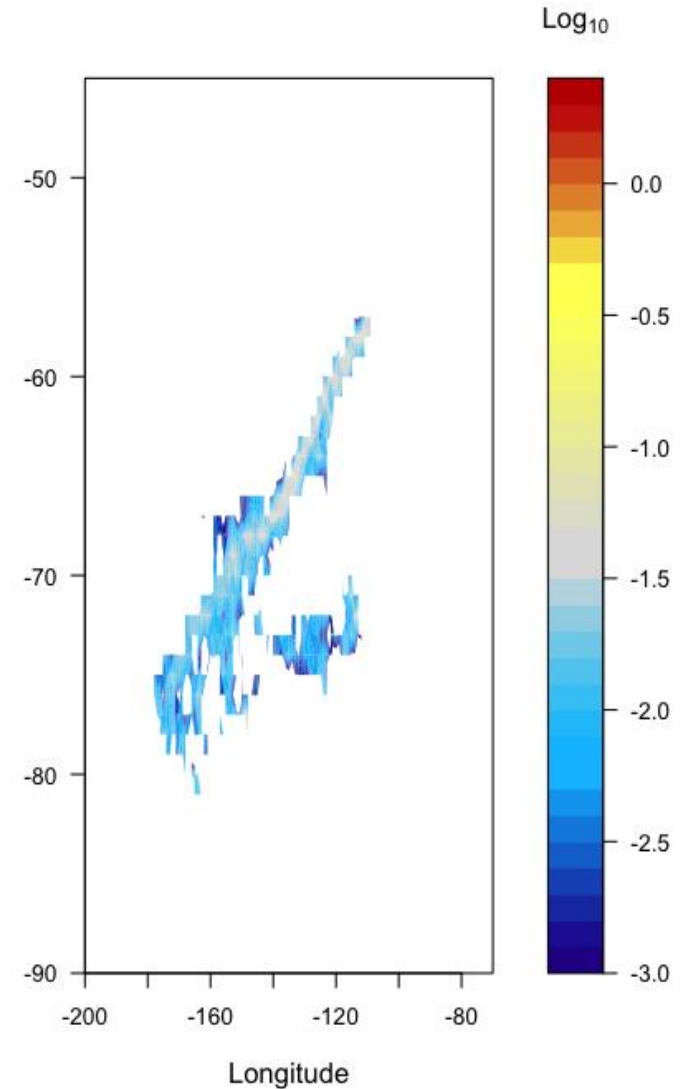
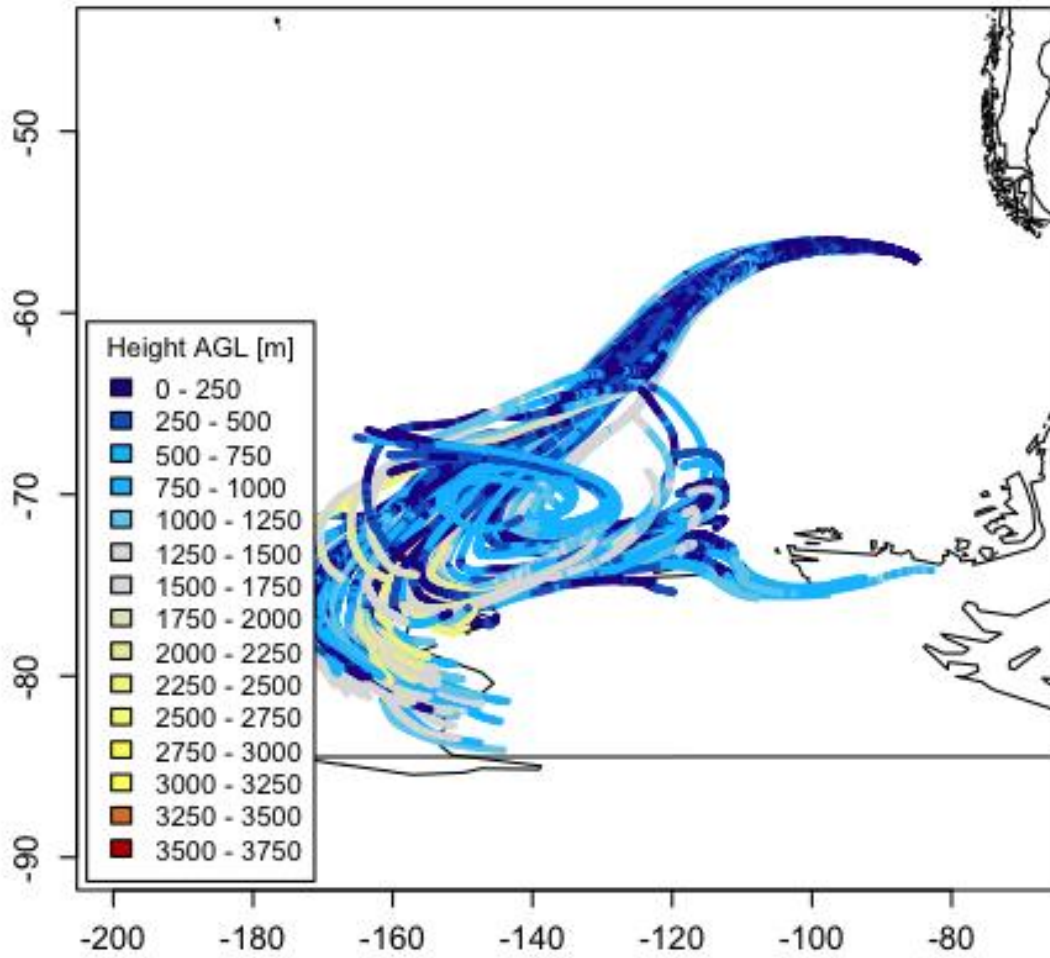
**Upwind/Late Morning CO₂ Observations
(June 11th 2004, 1600UT)**



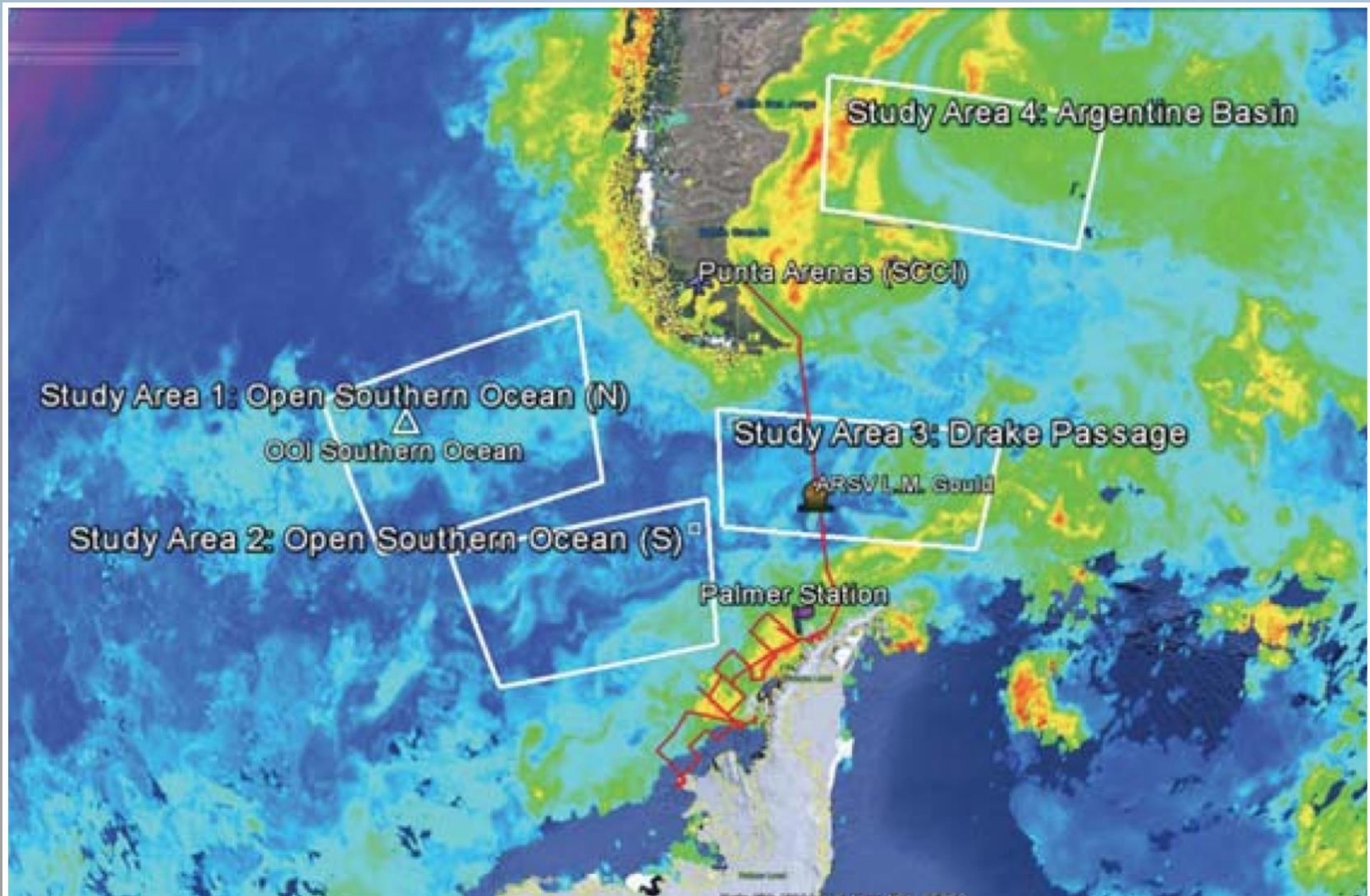
**Downwind/Afternoon CO₂ Observations
(June 11th 2004, 2200UT)**



Determining air origin

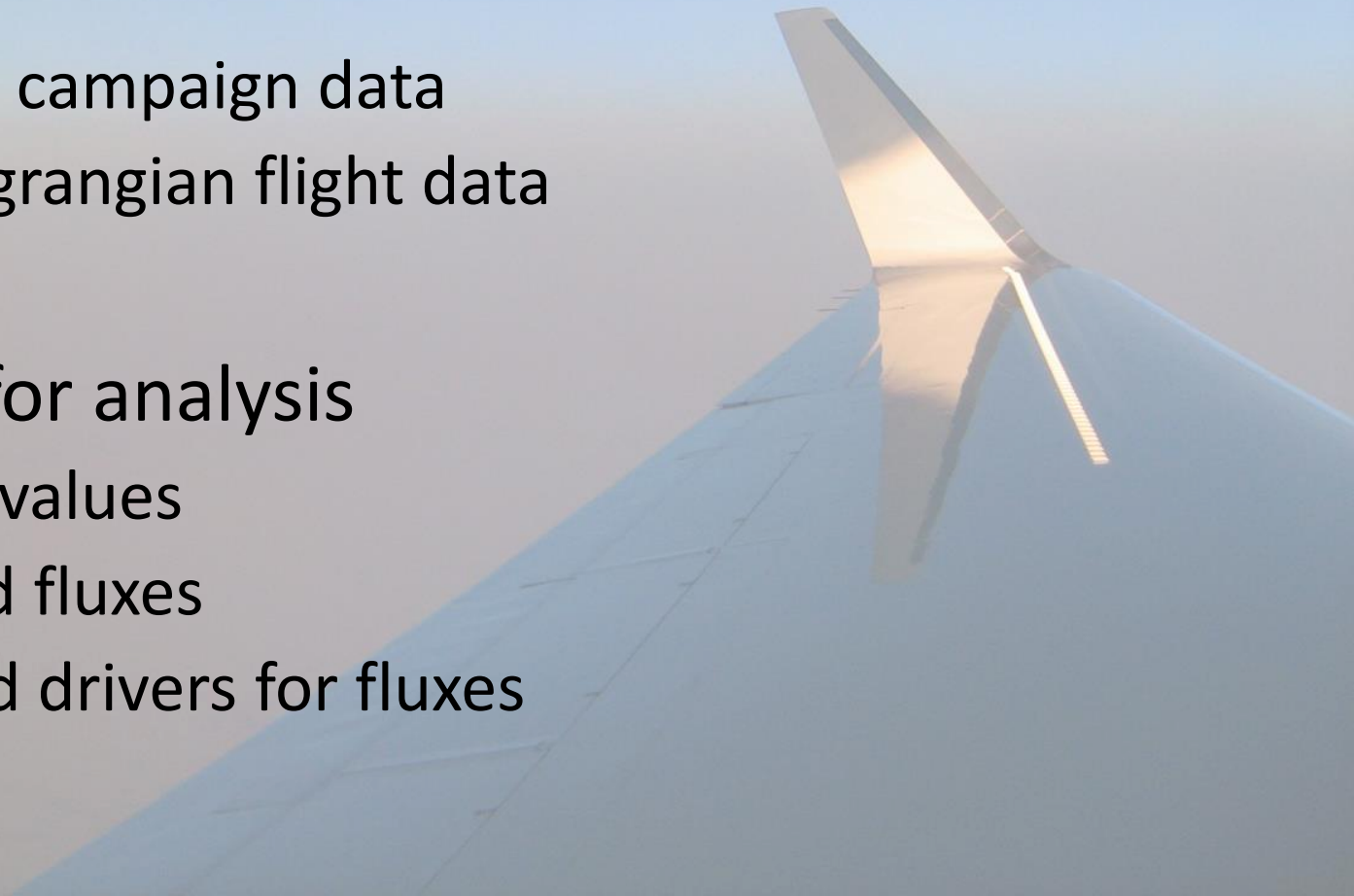


Forecasting location an event would appear (Forward modeling)

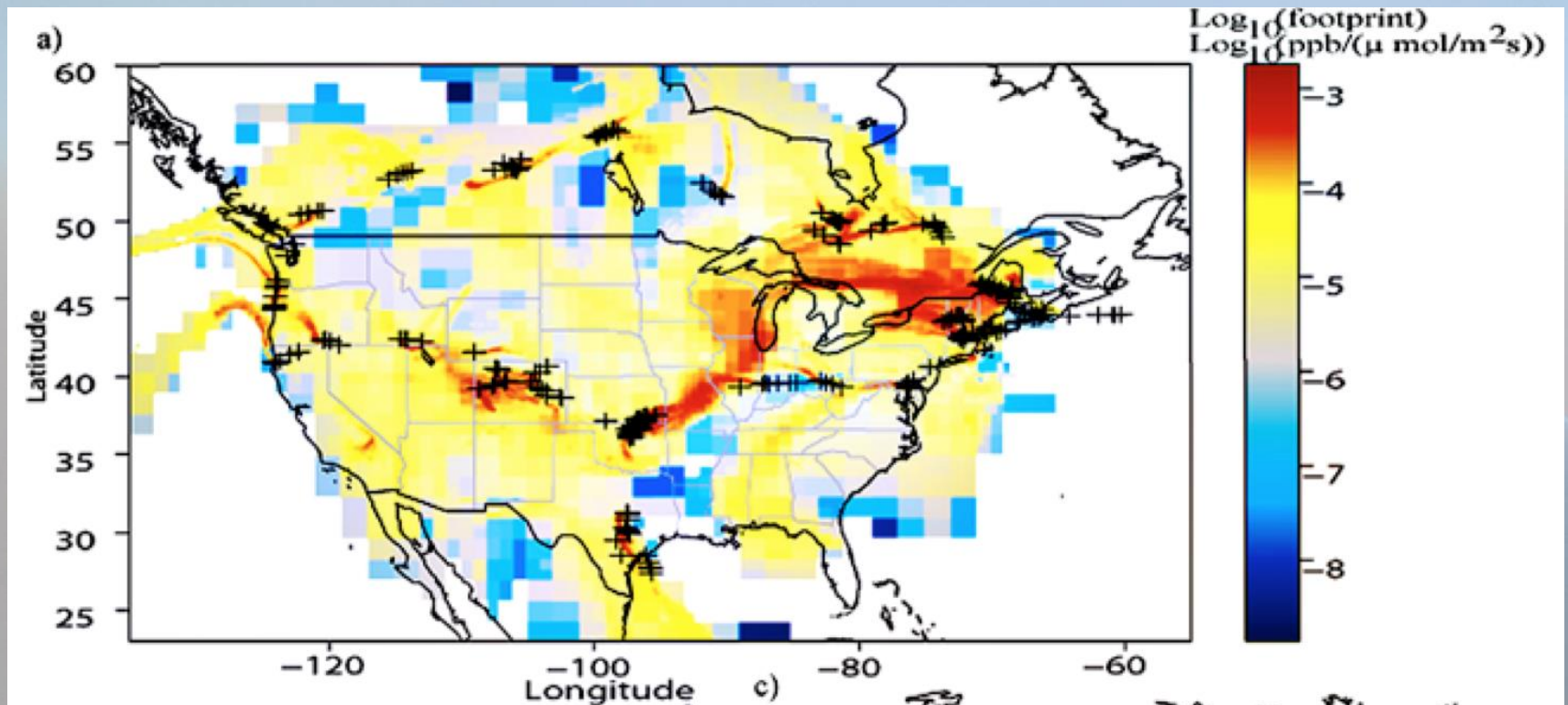


Post-mission analysis

- Quantifying fluxes & linking to drivers
 - - Using all campaign data
 - Using lagrangian flight data
- Valuable for analysis
 - Upwind values
 - Modeled fluxes
 - Expected drivers for fluxes



All campaign footprint



Optimize fluxes (or important driving auxiliary variables) to match observations

