

Nina I Kristiansen¹, Fred Prata², Andreas Stohl¹, and Simon Carn^{3,4}

- 1: Norwegian Institute for Air Research, Kjeller, Norway
- 2: Nicarnica Aviation, Kjeller, Norway,
- 3: Department of Geological and Mining Engineering and Sciences, Michigan Technological University, Houghton, Michigan, USA,
- 4: Department of Mineral Sciences, National Museum of Natural History, Smithsonian Institution, Washington, District of Columbia, USA







Eruption onset 13 February 2014 22:50 LT (15:50 UTC)

Major eruption duration ~ 6 hours

Emissions SO_2 and ash plumes to ~26 km









Aircraft encounter

Commercial flight from Perth to Jakarta

- Took off from Perth 02:25 LT
- Encoutered the ash cloud around 05:10
 LT
- Landed safely in Jakarta 05:50 LT



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Satellite ash retrievals troublesome

Can inverse and dispersion modelling help in estimating the concentrations of ash that the aircraft encountered?



Satellite observations of the umbrella cloud



Satellite ash retrievals from MTSAT



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Satellite ash retrievals from MTSAT



Aircraft encounter "seen" from MTSAT



Kristiansen, N. I., A. J. Prata, A. Stohl and S. A. Carn (2015) Stratospheric volcanic ash emissions from the 13 February 2014 Kelut eruption Geophys. Res. Lett., 42, doi:10.1002/2014GL062307.

Can modelling help?

Dispersion modelling is crusially dependent on the source term!

Estimate ash source term using *inverse modelling*; find the emissions that make the modelled ash clouds in best possible agreement with satellite observations!

If satellite retrievals cannot see the ash cloud – how can the source term be estimated and modelling reveal it?



Source term inversion:

Transport is dependent on altitude of emission

FLEXPART dispersion model run on onehourly ECMWF NWP data

Emissions of ash - every 500 m [2-35 km a.s.l] - every 30 min



Source term inversion: Combining model, satellite and a priori



Eckhardt, S., A. J. Prata, P. Seibert, K. Stebel, and A. Stohl (2008), Estimation of the vertical profile of sulfur dioxide injection in the atmos-

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Satellite-constrained fine ash source term



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Comparison to CALIOP

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Modelling the aircraft encounter



Fine ash source term \rightarrow Extend the particle size distribution and the related mass eruption rate to include smaller/larger particles than what is inverted for (i.e. observed by

Modelling the aircraft encounter



The inversion locates some ash in the western part only because this ash was observed elsewhere at a later time.

Modelling the aircraft encounter



Sensitivity test: Assume ash in area of "failed retrieval" a) Total column [g/m²] 23 -7 15 22:50 22 -9 10 22:10 22:00 -11 5 -13 Flight track

Other sensitivity tests for the inversion:

112

114

Different amounts of satellite data

110

- Start and end time of assumed emission time period
- Assumed uncertainties

108

106

 Assumed ash particle size distribution

Modelling the aircraft encounter



Modelling the aircraft encounter



Modelling suggests the aircraft flew in areas with ash concentrations up to 9-12 mg/m³ over a period of 10-12 min

Key point

Ash conc. [mg/m³]

10

The method of combining satellite retrievals and transport modeling gives information that *cannot be* obtained using either data source alone!







Thank you





support to Aviation for Volcanic Ash Avoidance



Contact: nik@nilu.no

Questions

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Additional slides

Sensitivity to assumed particle size distribution



Sensitivity to assumed particle size distribution

DEFAULT PSD

BIG PSD

SMALL PSD



Some limitations of inverse modelling

- Relies on the "quality" of the satellite data or other constraining data
- Characterizing the uncertainties related to the three inputs are challenging
- Assumes normally distributed uncorrelated errors
- Some subjective adjusements might be needed
- Implicitly assumes that the uncertainty of the volcanic cloud modeling is dominated by the uncertainty of the source term
- As the volcanic cloud gets transported further from the source, this assumption could be violated due to errors in meteorology and/or model parametrizations
- Combining data assimilation and source term inversions could
 be helpful