

Jet responses to changed friction in idealized GCMs

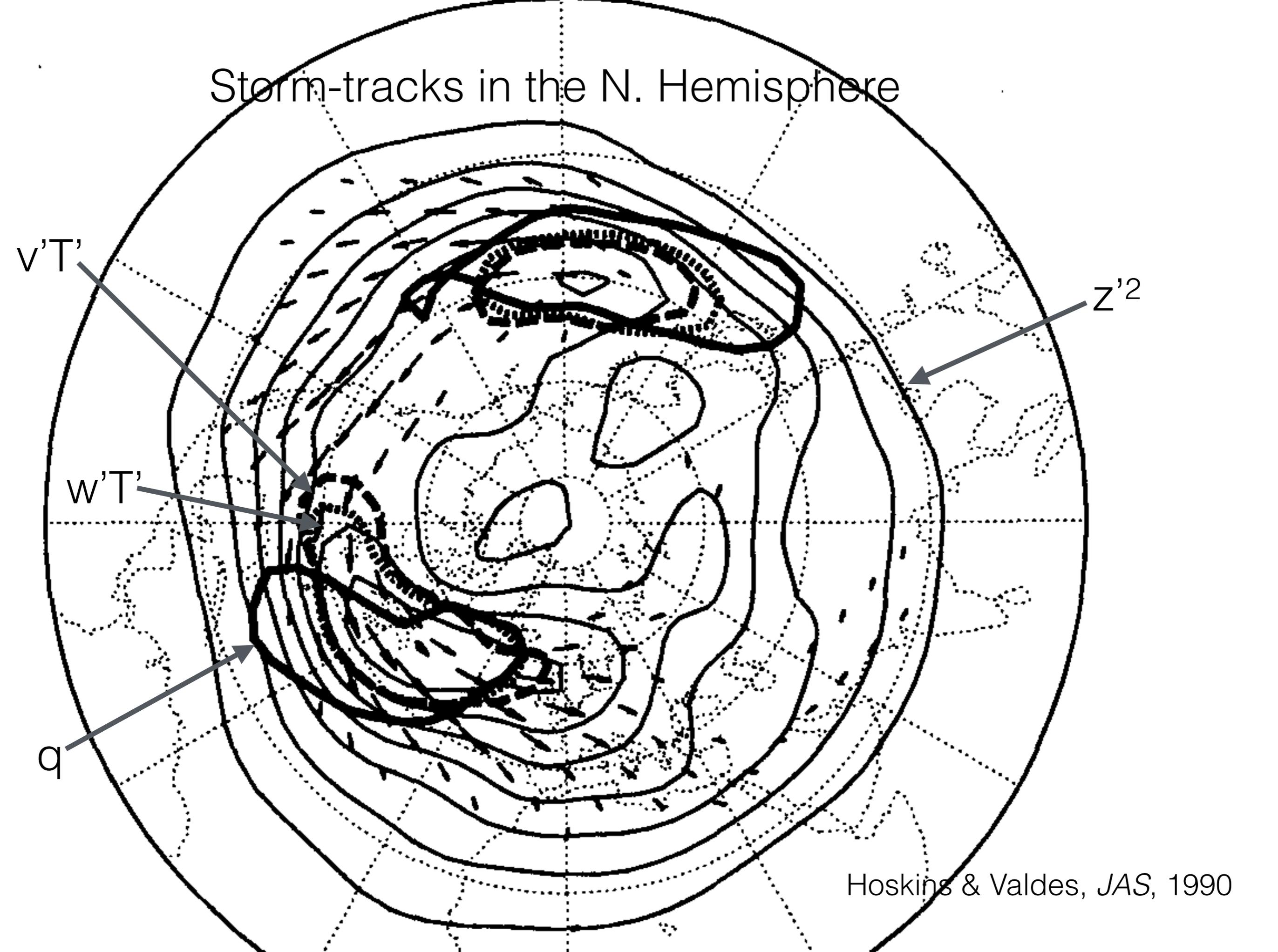
Maarten Ambaum

Lenka Novak

Ben Harvey

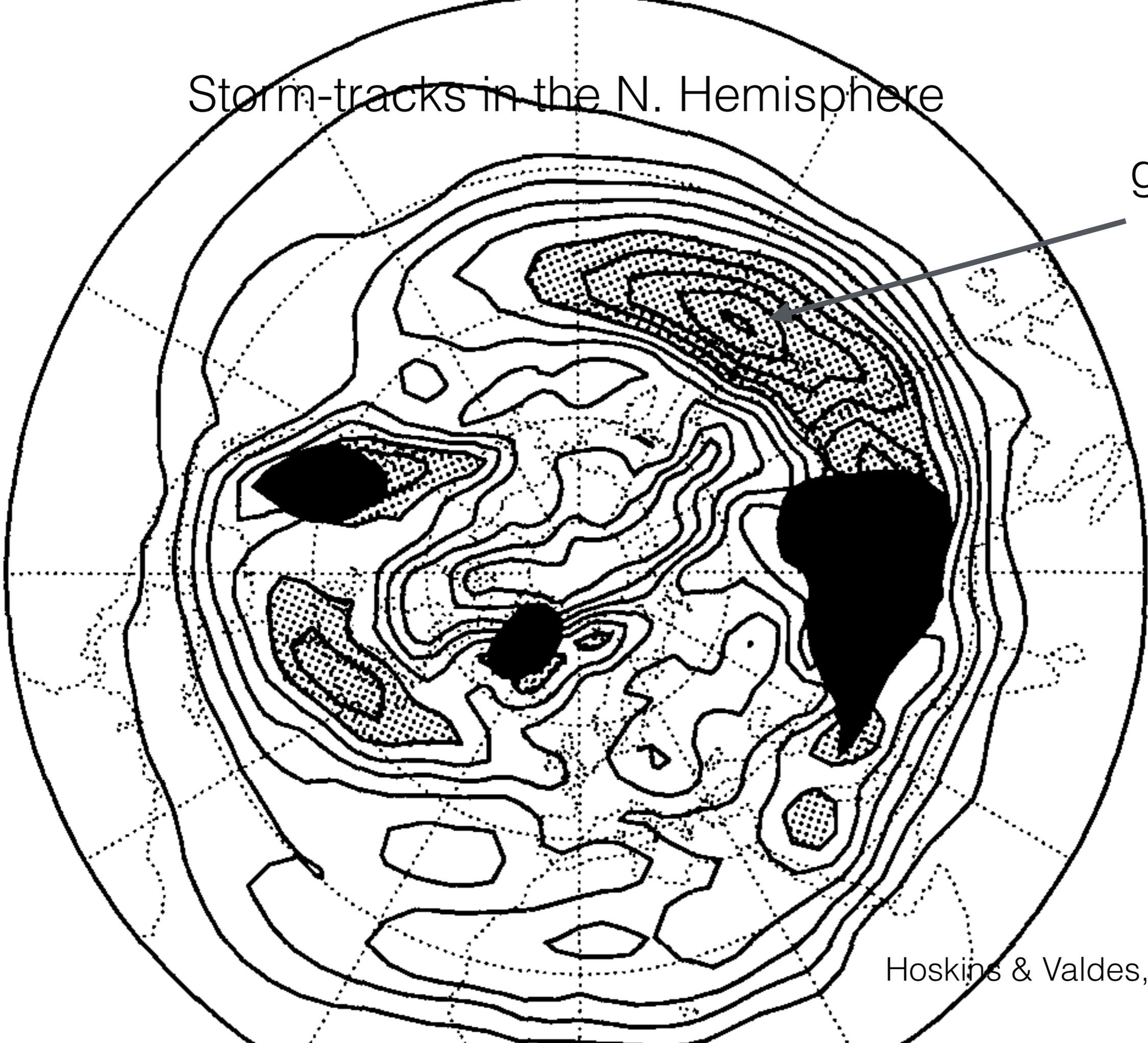
University of Reading, UK

Storm-tracks in the N. Hemisphere



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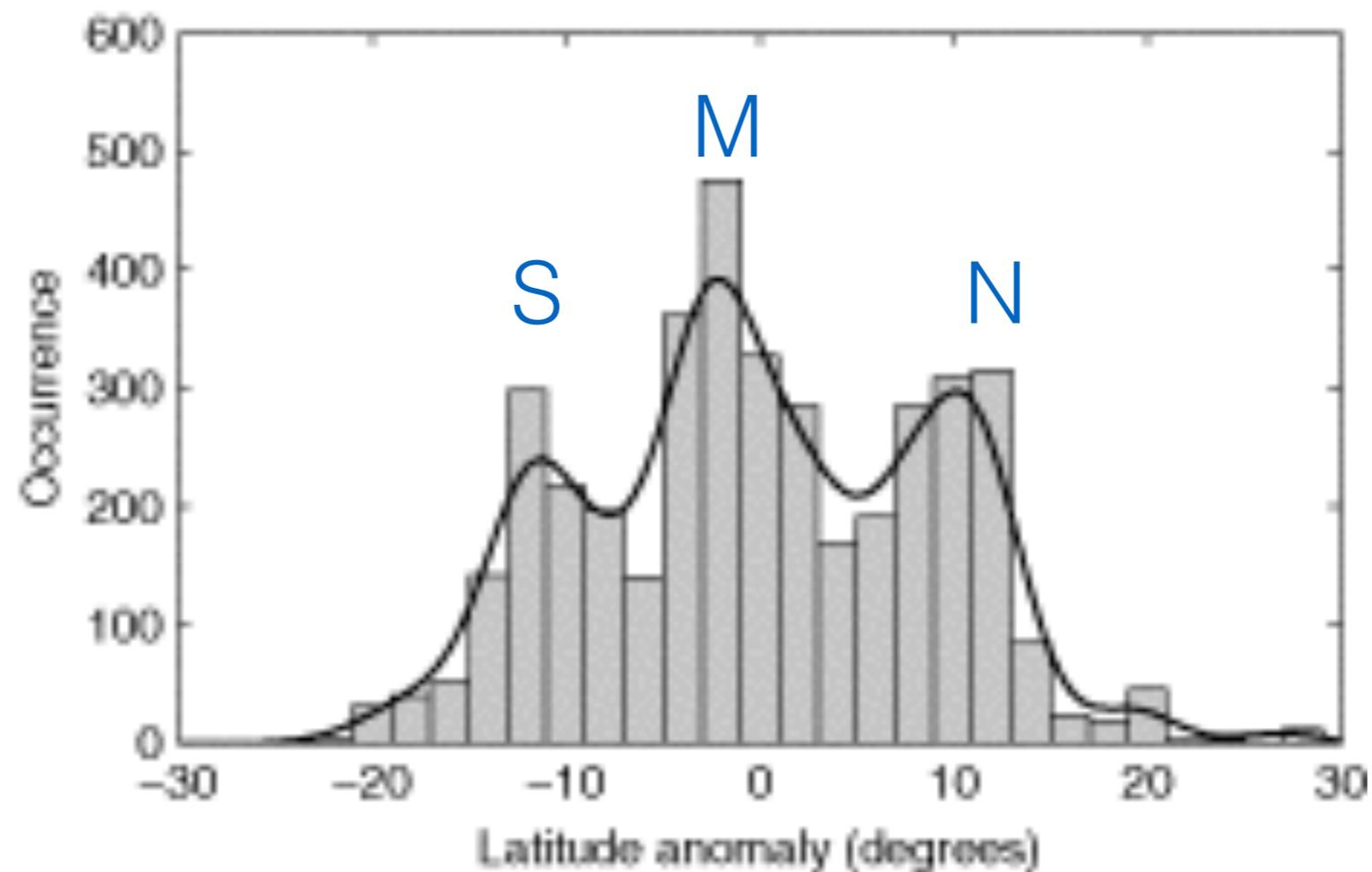
growth
rate



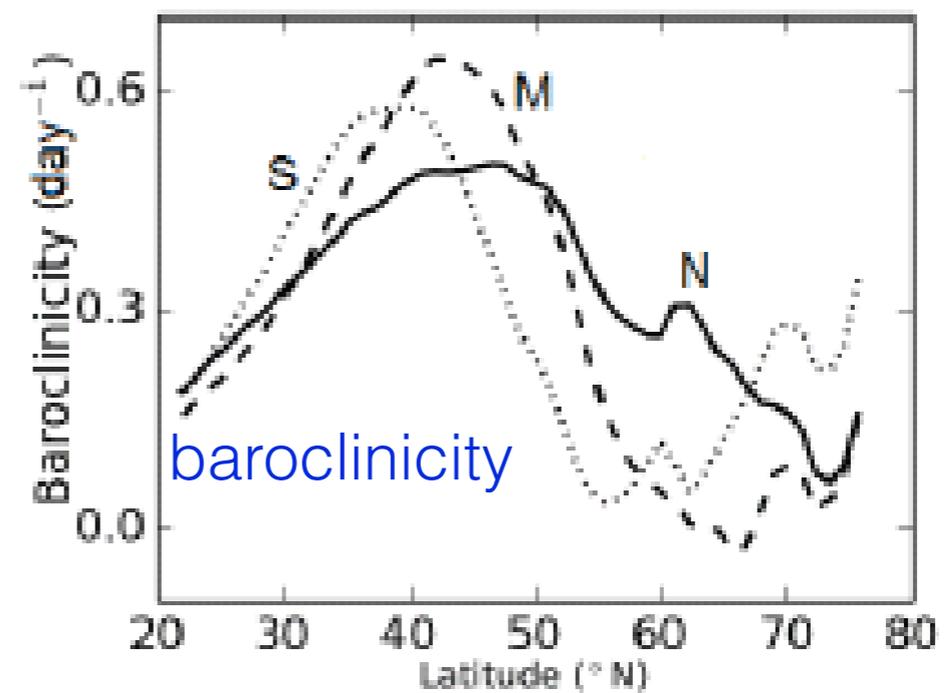
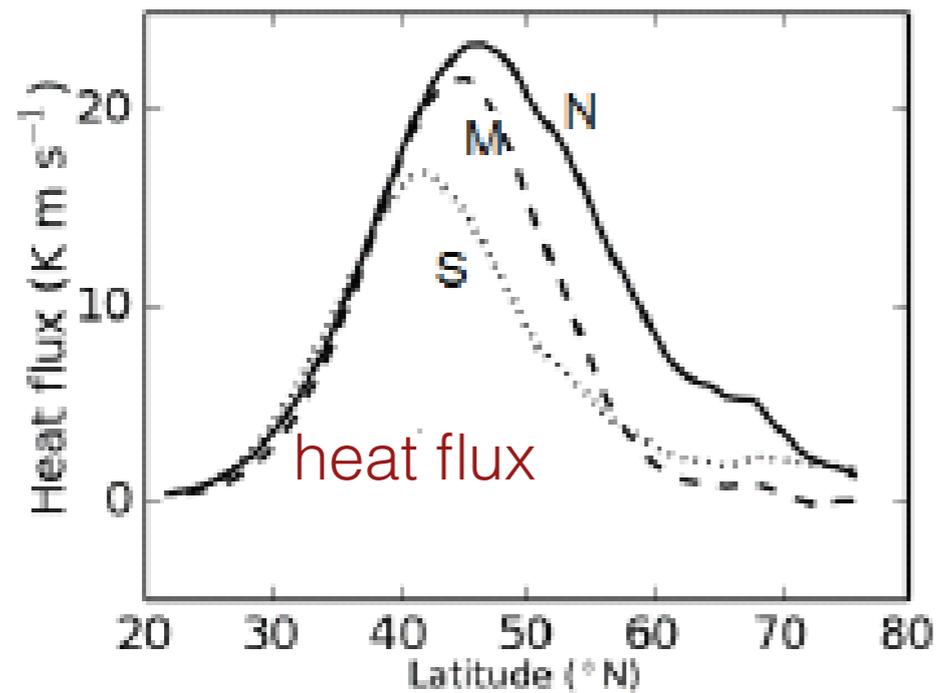
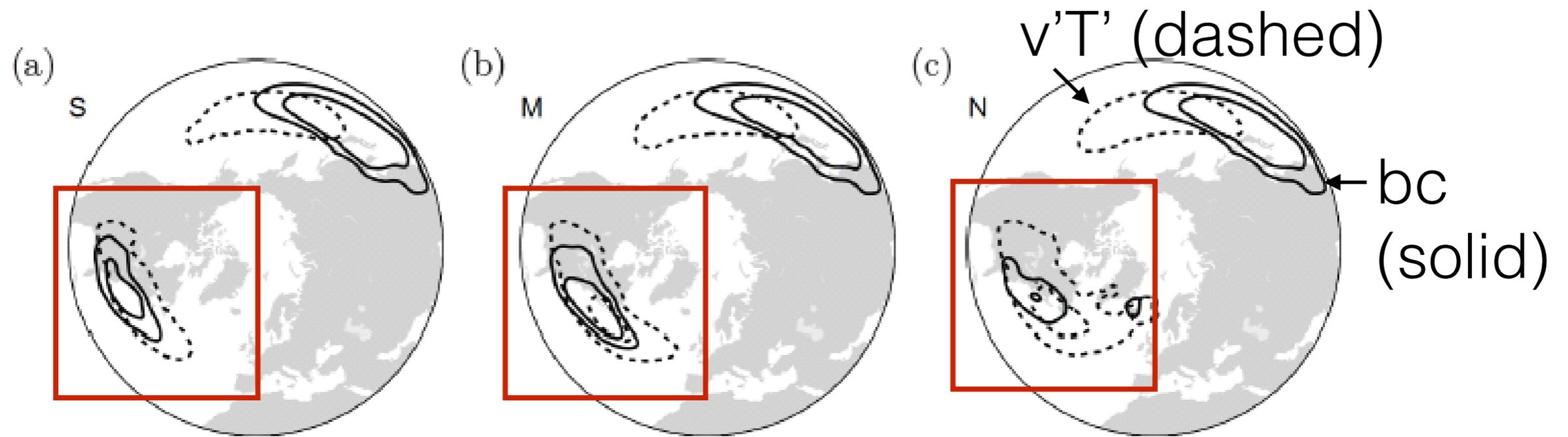
Hoskins & Valdes, *JAS*, 1990

High baroclinicity corresponds to high wave activity (?)

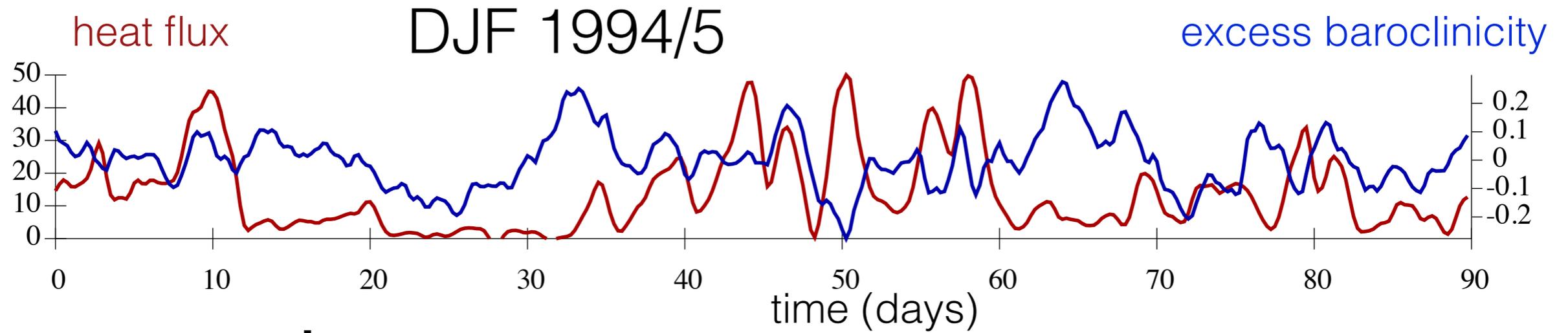
Examined relationship using three-way classification of N Atlantic jet latitude.



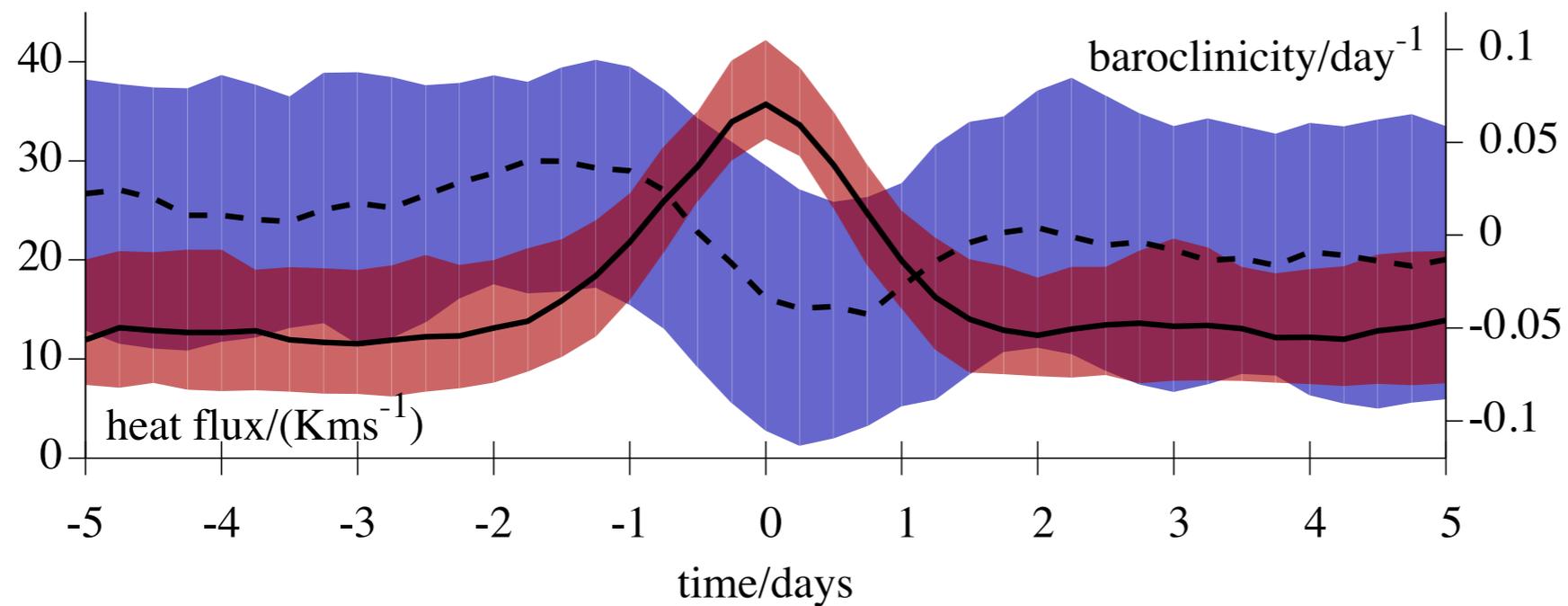
(Woollings, *QJ*, 2010, Frame *et al.*, *QJ*, 2011)



in time, high baroclinicity does **not** correspond to high wave activity



Composite



What determines the mean flow (thermal wind, zonal mean available potential energy) in the atmosphere?

$$\dot{U} = \text{forcing} - \text{friction}$$

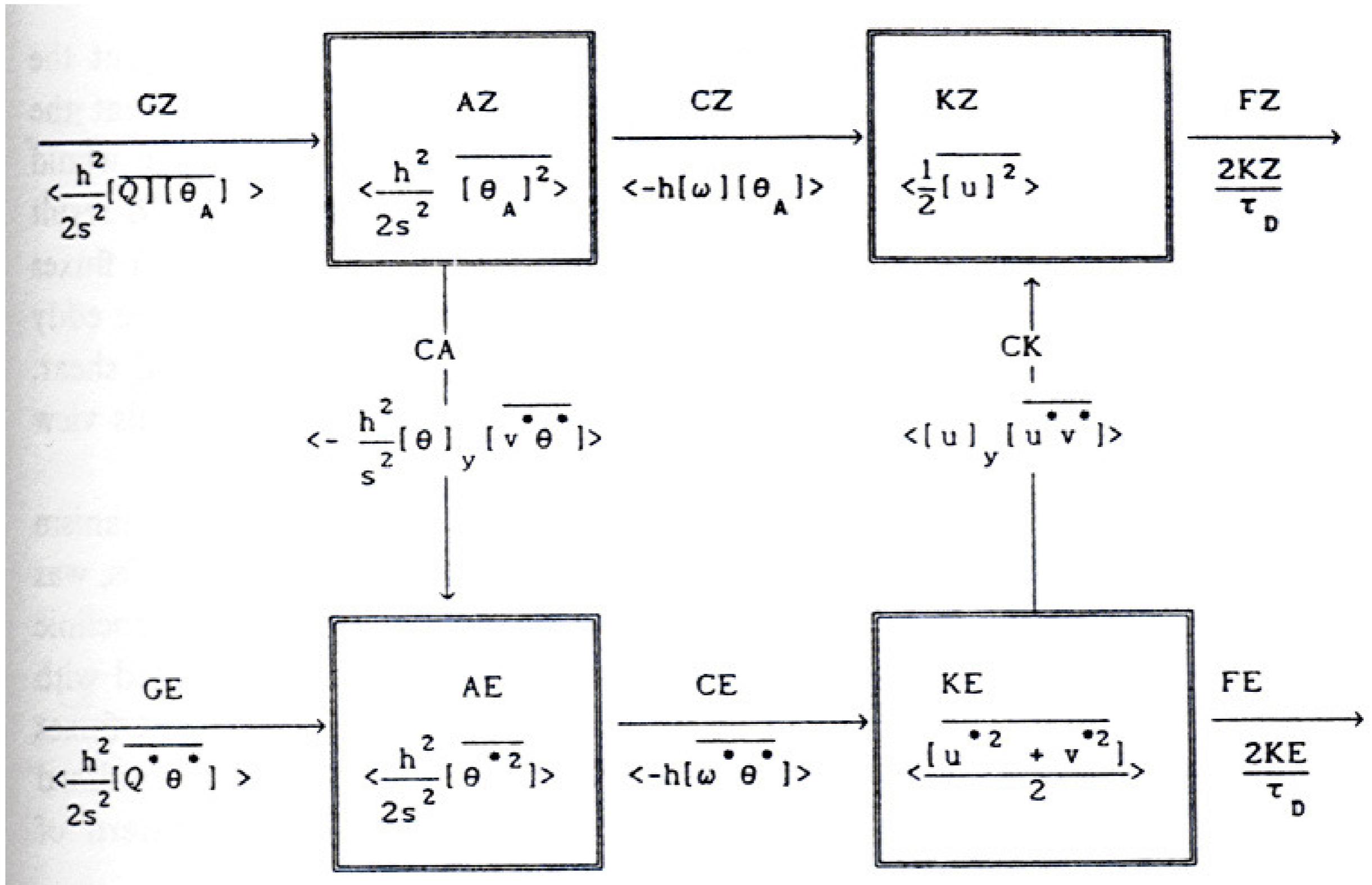
?

$$\dot{U} = F - \lambda U$$

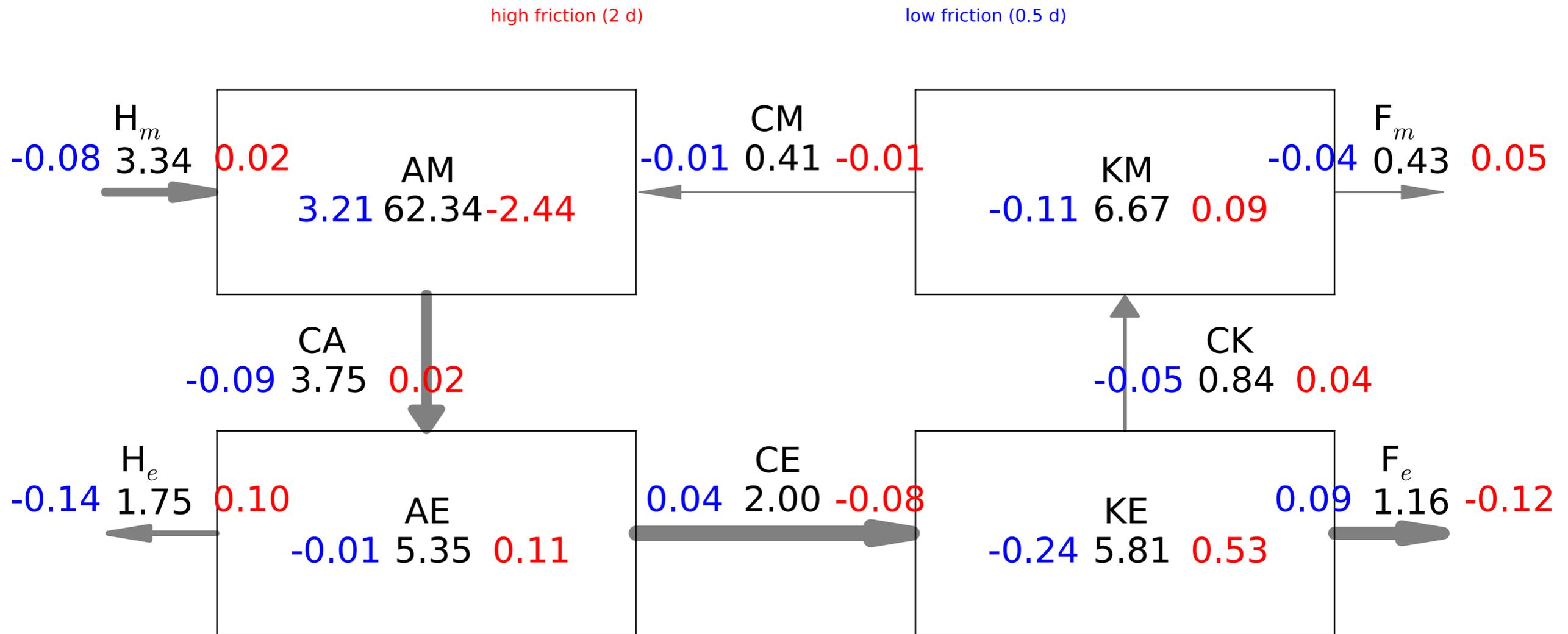
stronger forcing \rightarrow stronger flow

stronger friction \rightarrow weaker flow

Lorenz cycle



Lorenz cycle in zonally symmetric dry GCM



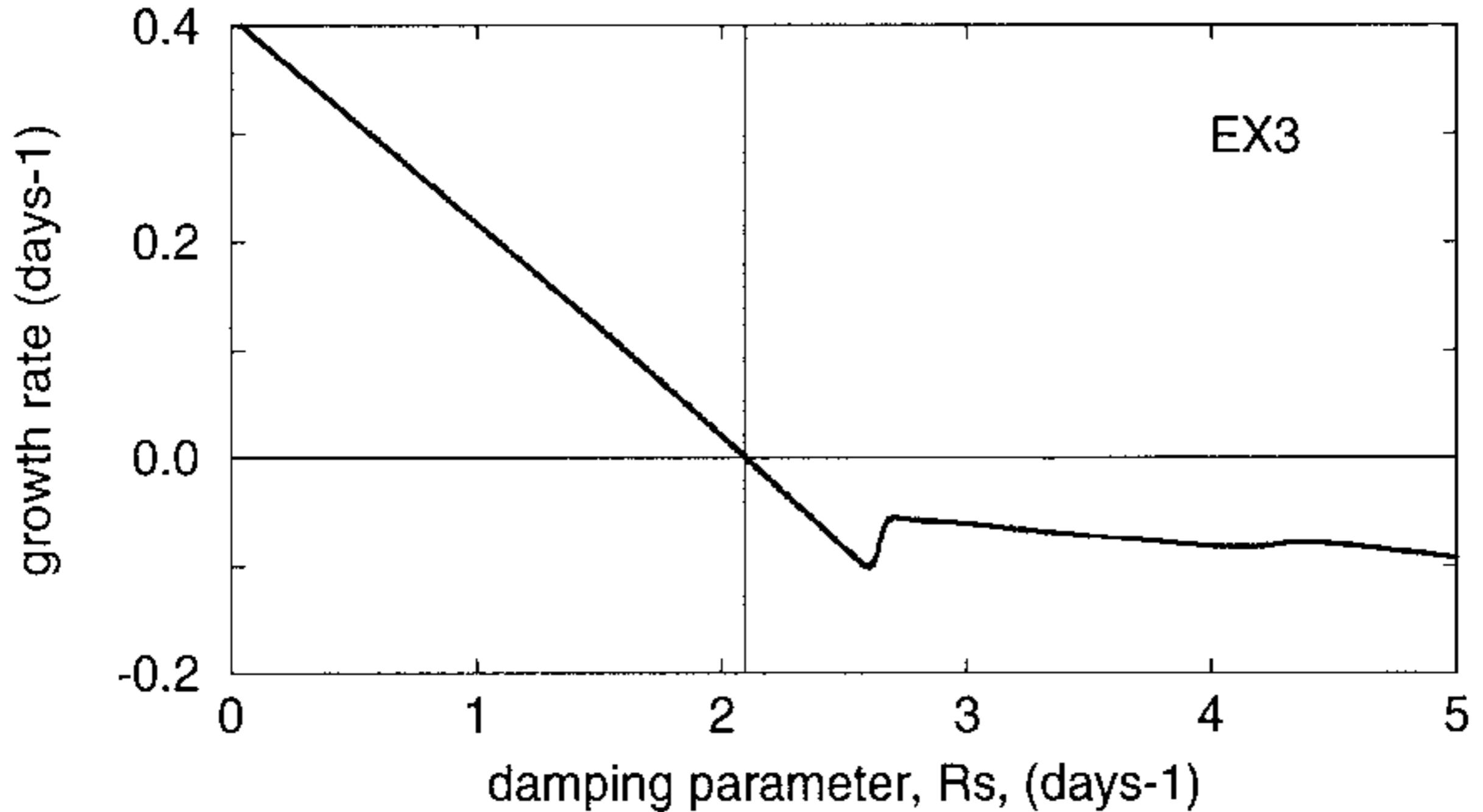
→ mean flow gets (mainly) dissipated through eddy processes

What determines the eddy strength in the atmosphere?

$$\dot{f} = \sigma f$$

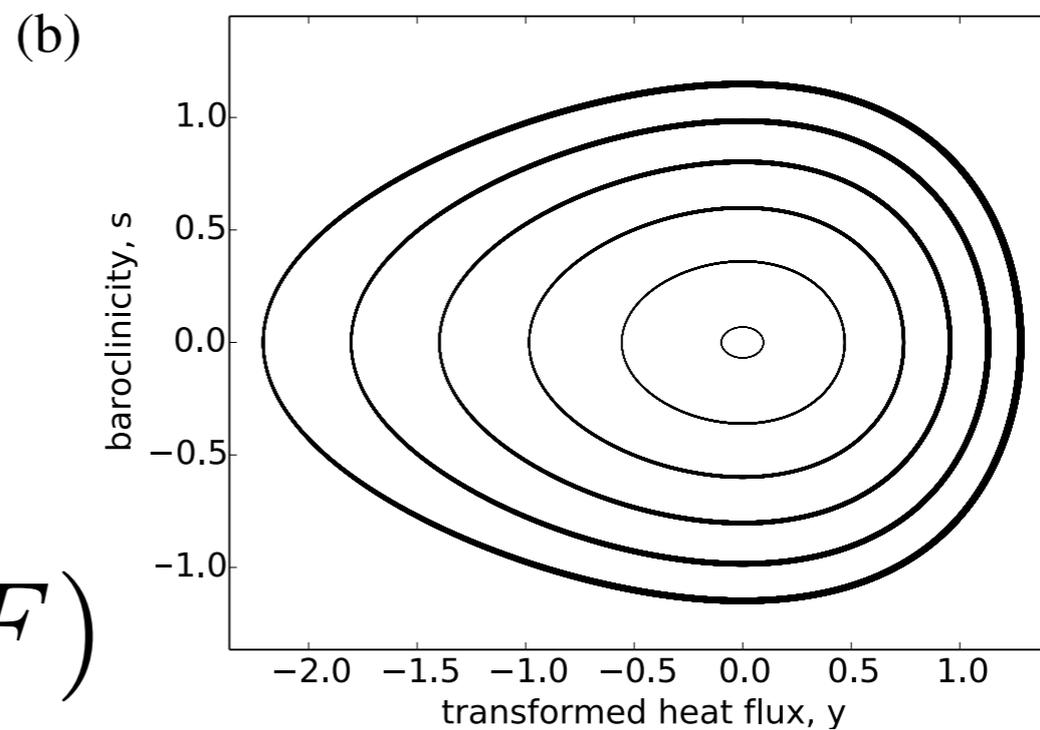
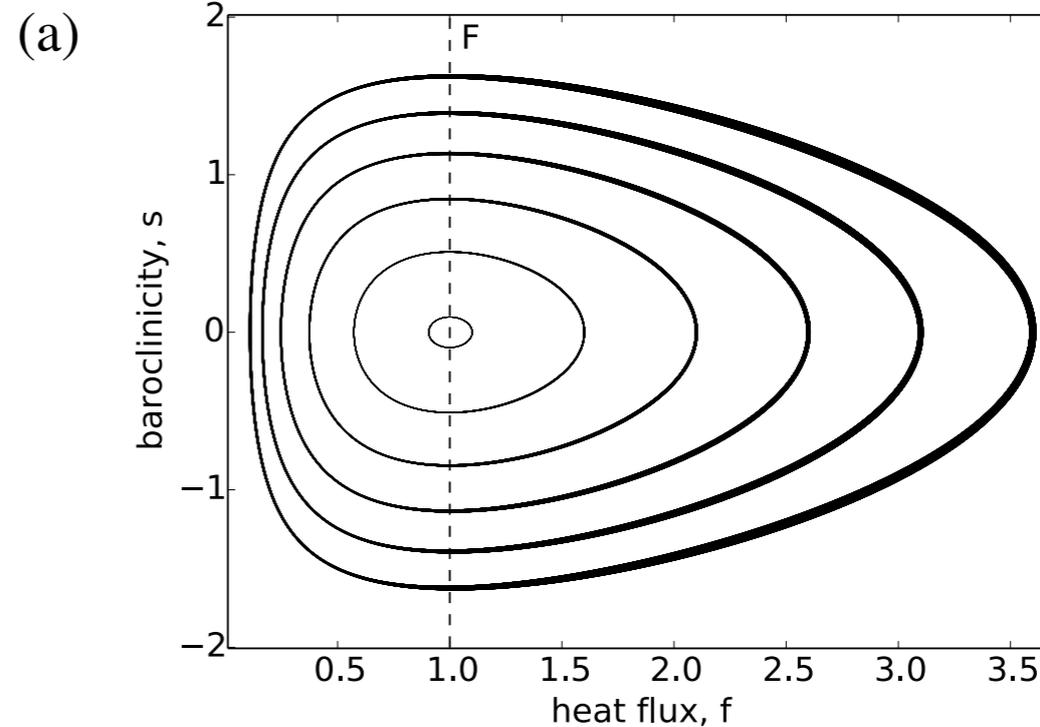
?

Friction and baroclinic instability

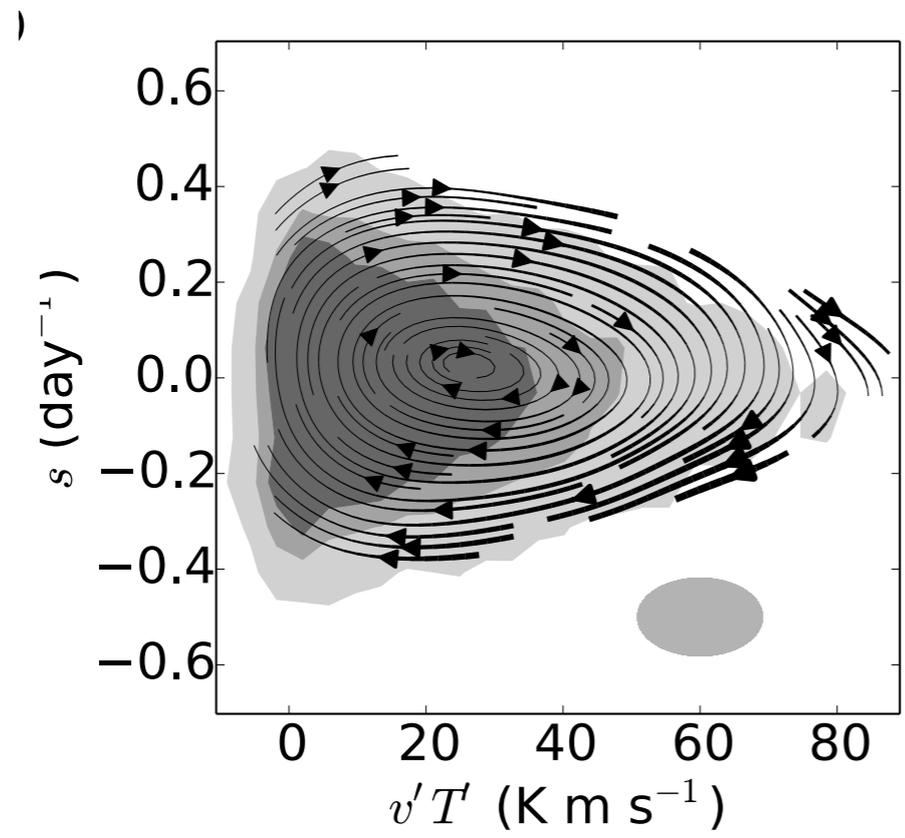


A heuristic model for eddy-mean flow interaction

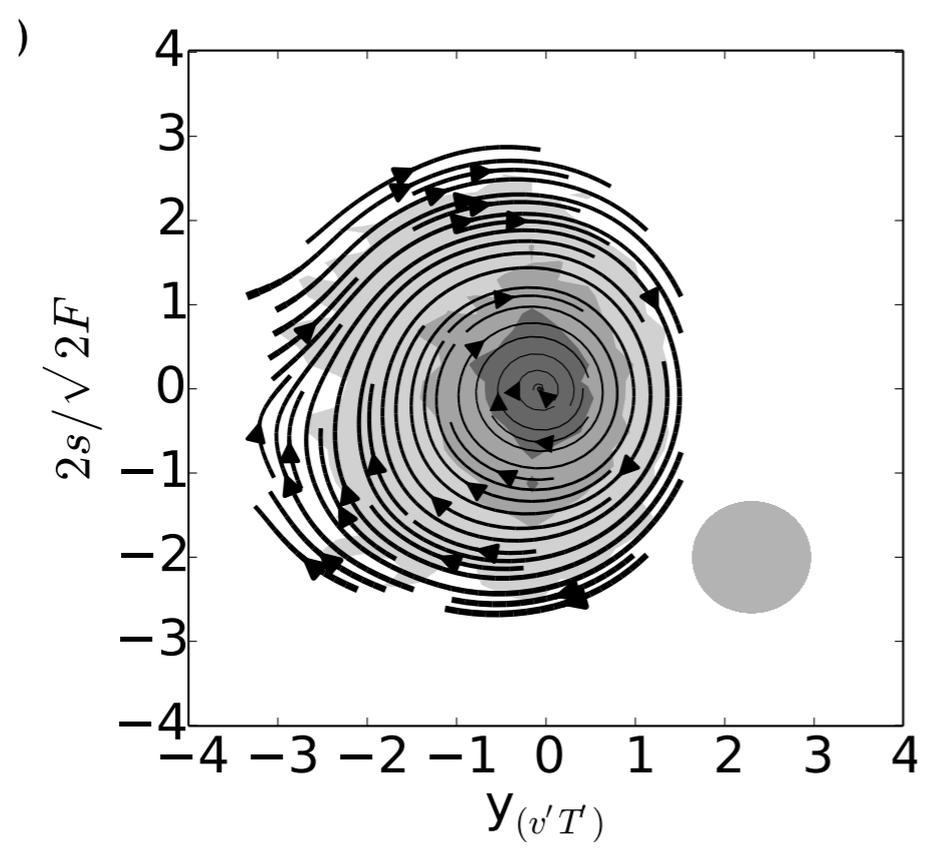
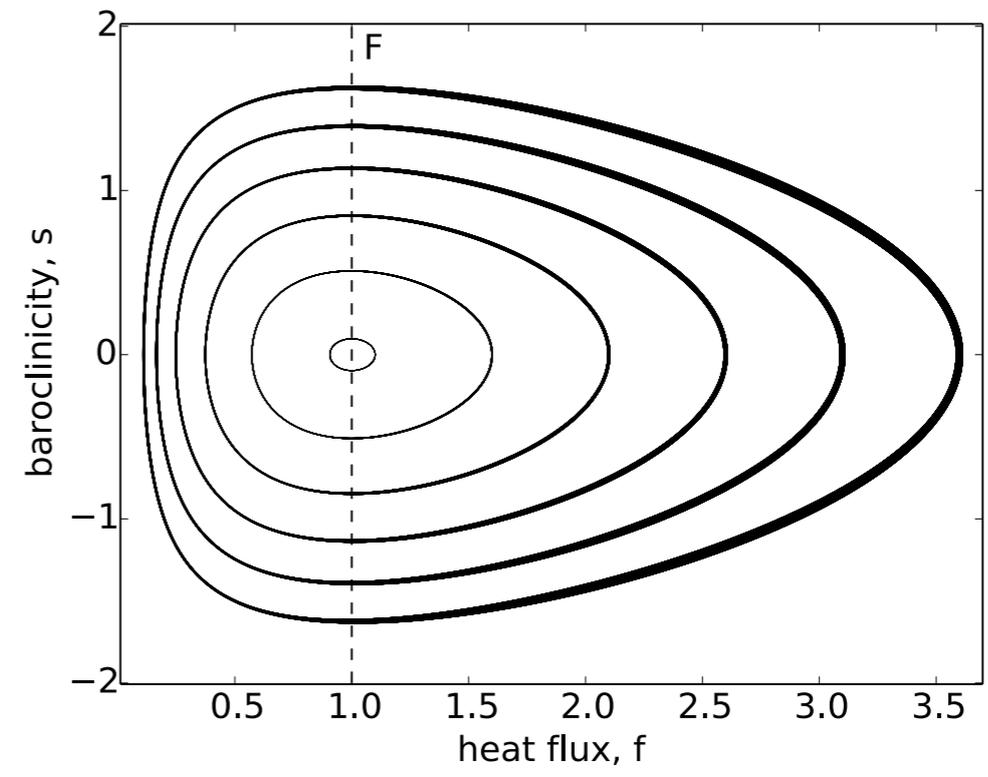
$$\dot{\sigma} = F - f$$
$$\dot{f} = \sigma f - Df$$



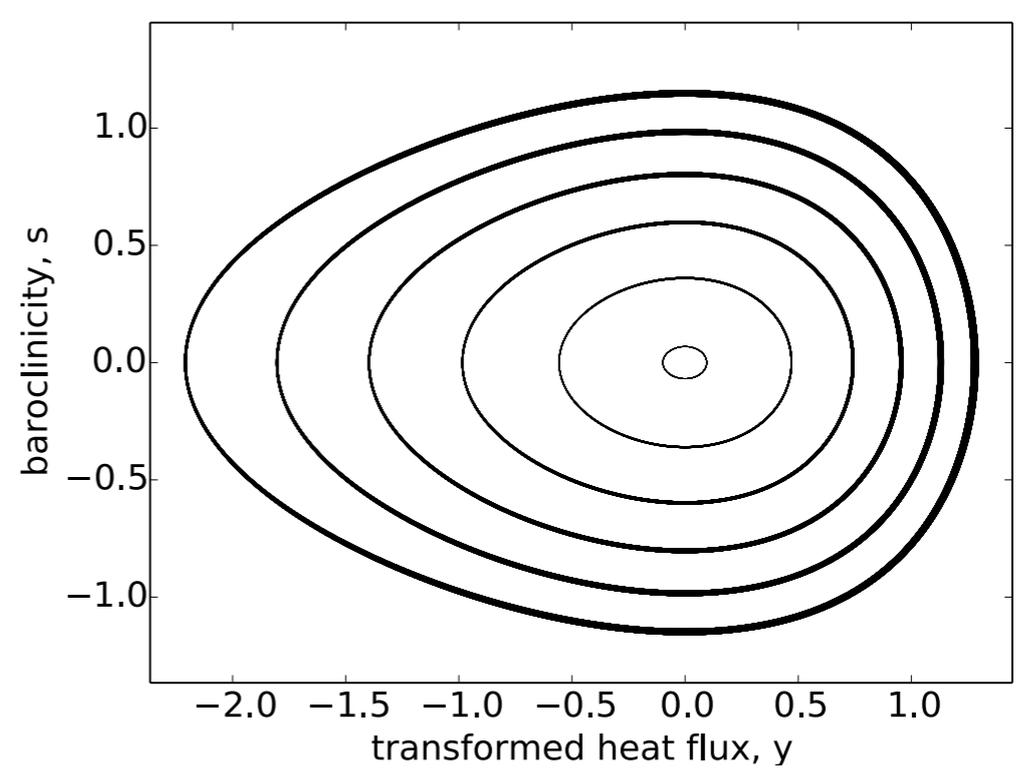
$$y = \log(f/F)$$



(a)



(b)

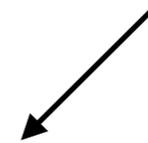


A heuristic model for eddy-mean flow interaction

$$\dot{\sigma} = F - f$$

$$\dot{f} = \sigma f - Df$$

“eddy saturation”

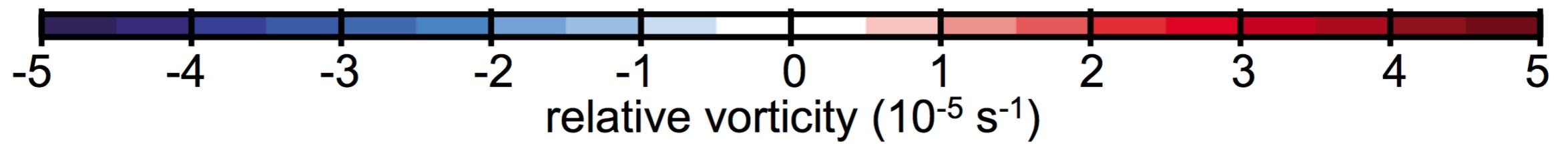
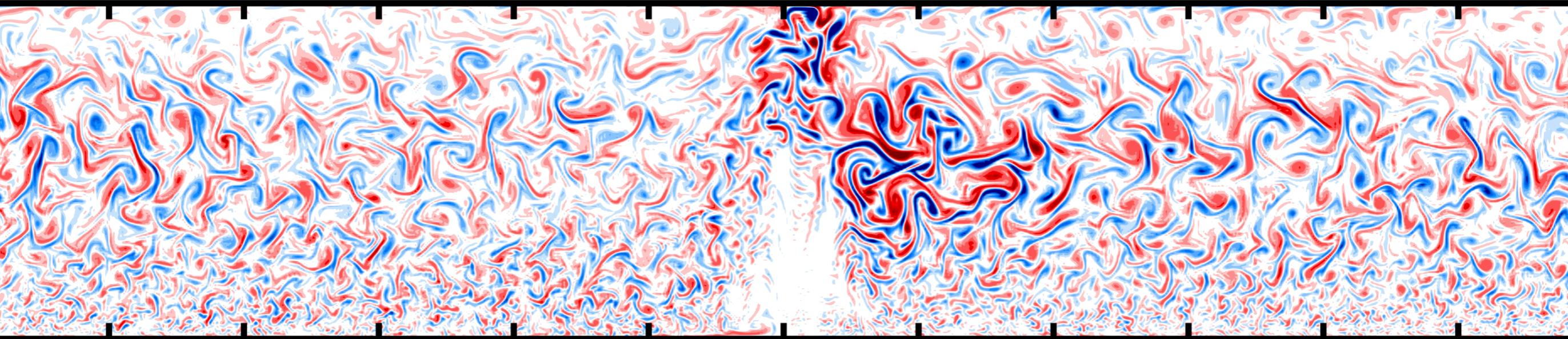


Corollary:

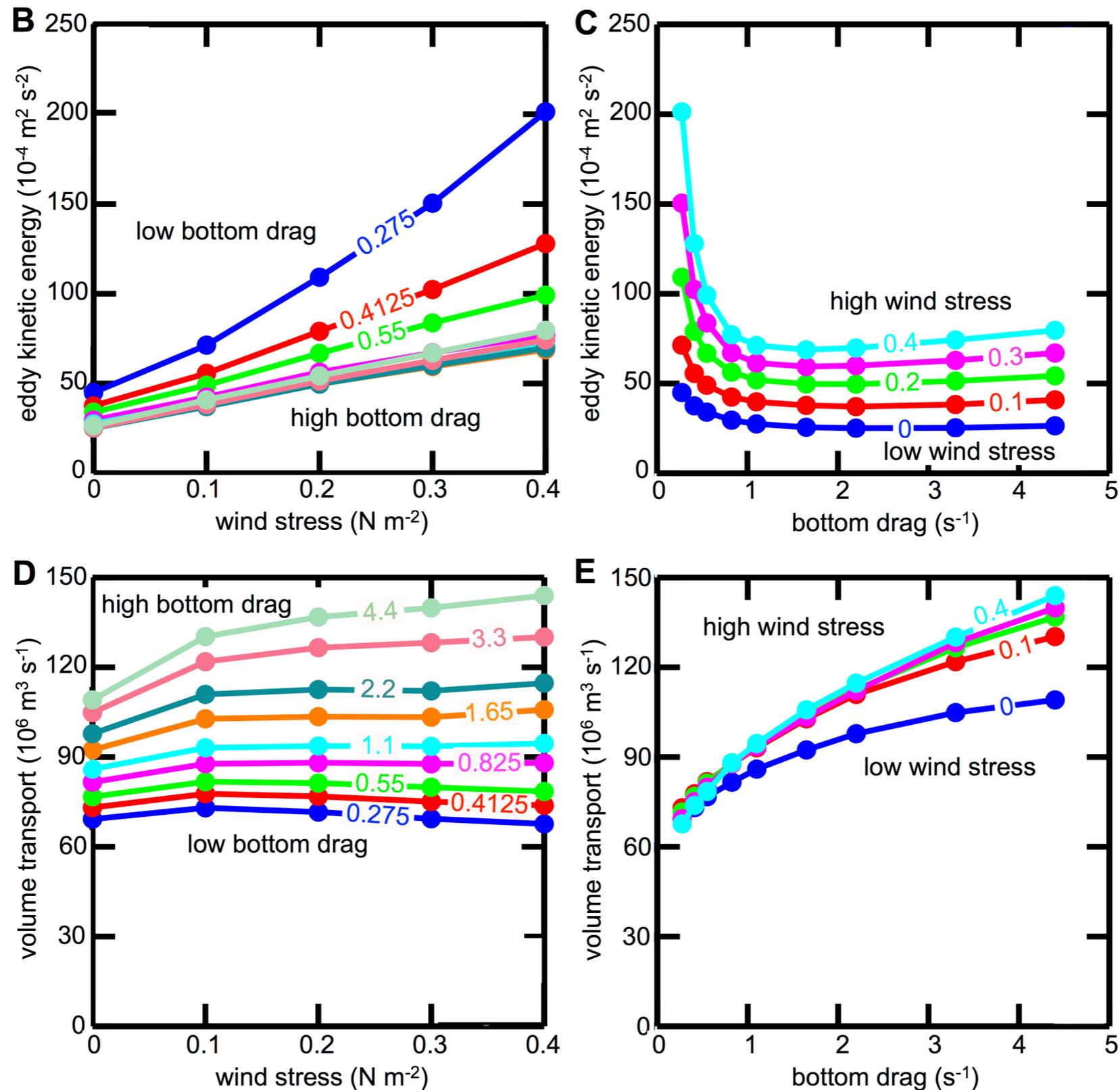
$$f_0 = F \quad (\text{eddy strength} = \text{mean source})$$

$$\sigma_0 = D \quad (\text{mean flow is marginally stable})$$

Control of ACC transport in eddy resolving model

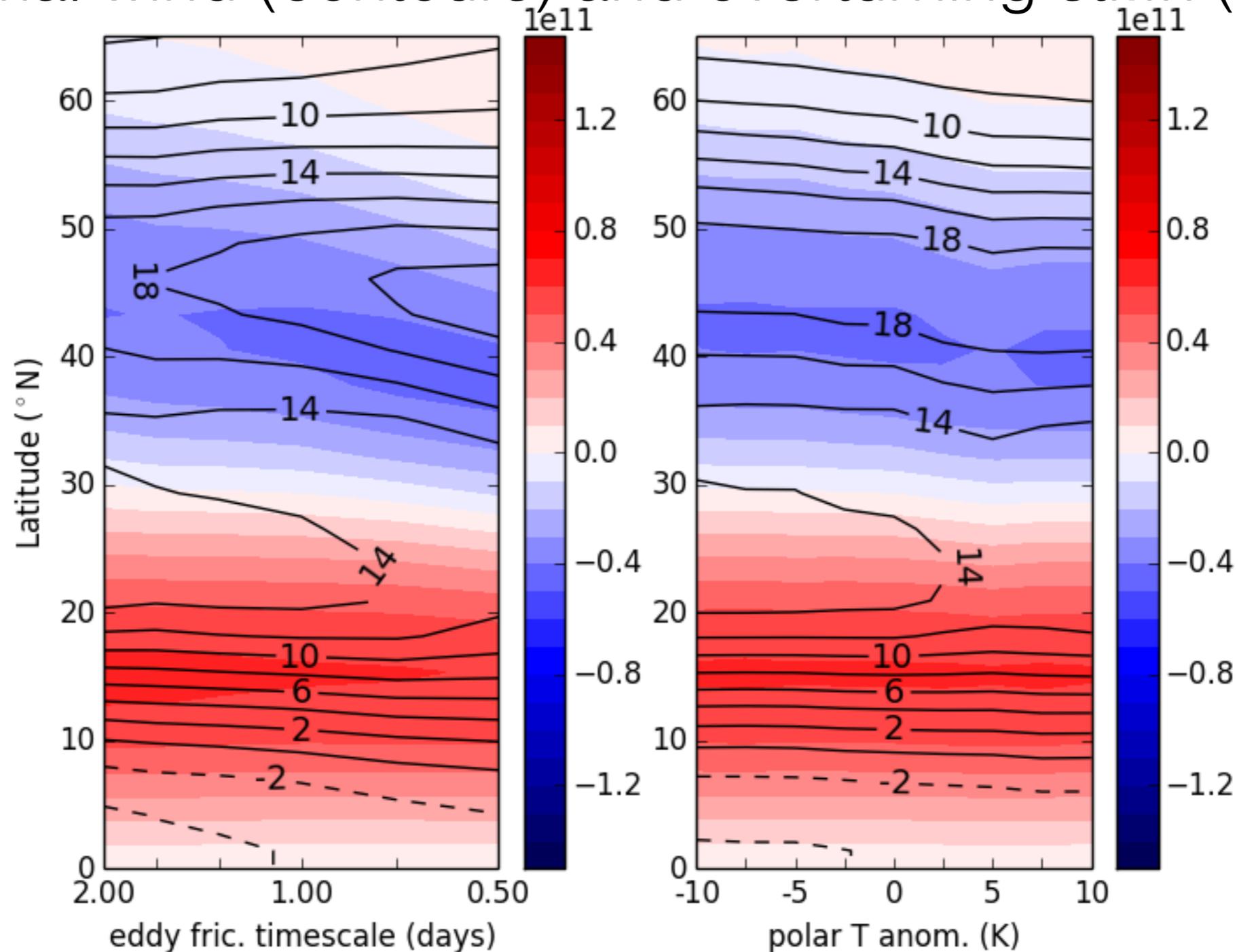


Control of ACC transport in eddy resolving model



Control of mean flow in dry atmosphere GCM

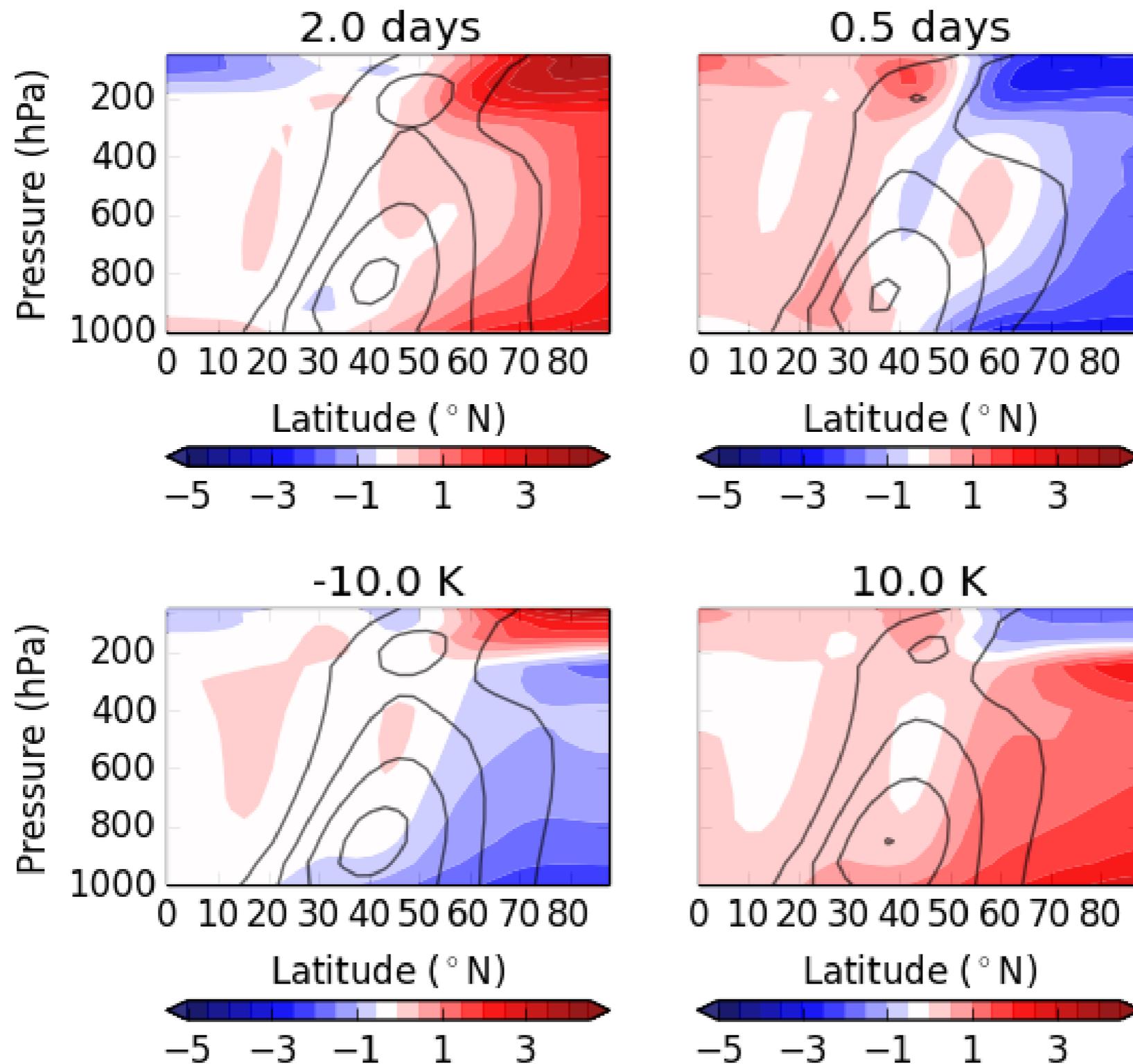
Thermal wind (contours) and overturning str.fn (colours)



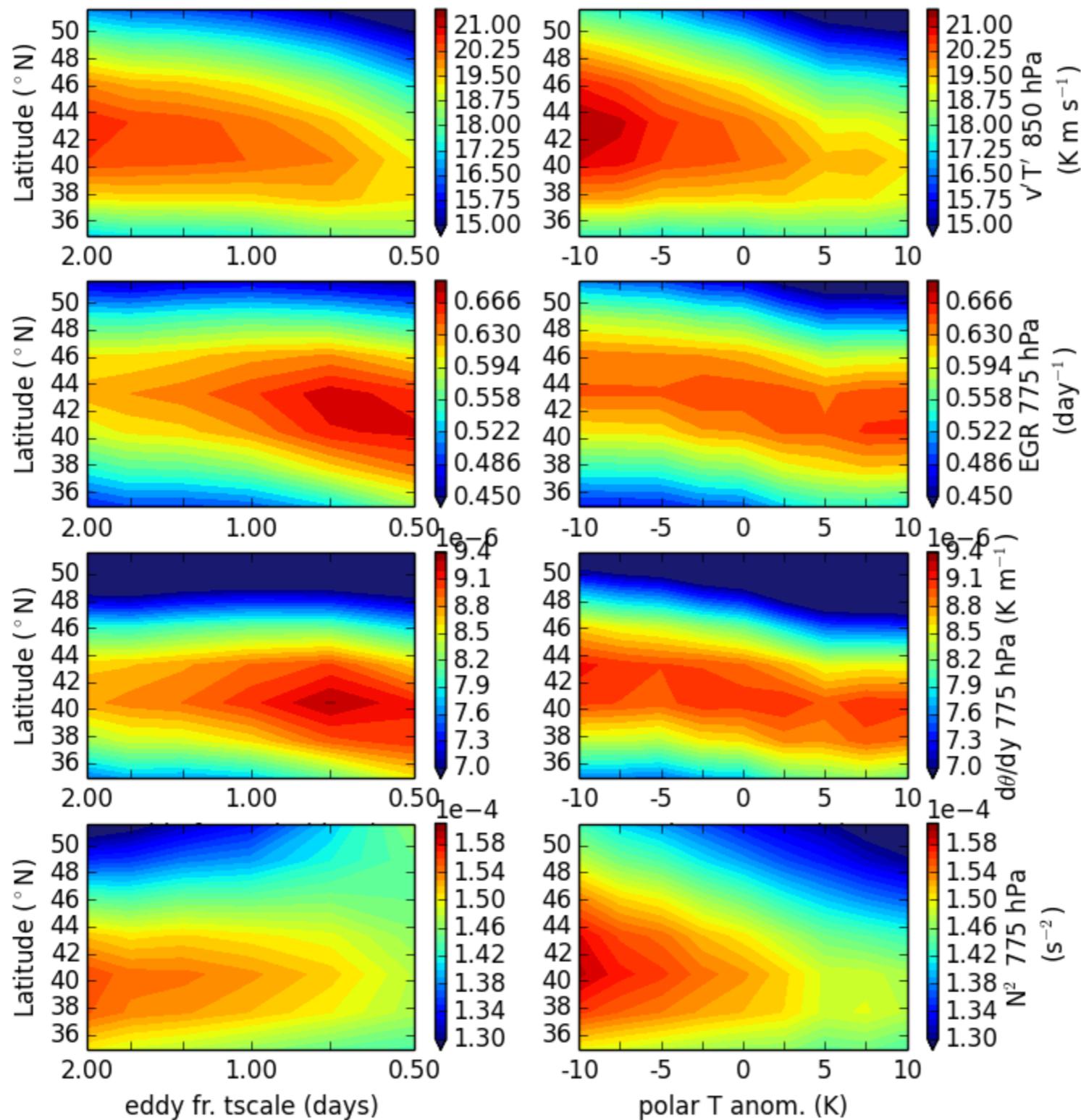
(Note: all adjustments are made outside the tropics only)

Control of mean flow in dry atmosphere GCM

Heat flux (contours) & T anomaly (colours)



Control of mean flow in dry atmosphere GCM



Heat flux

Eady growth rate

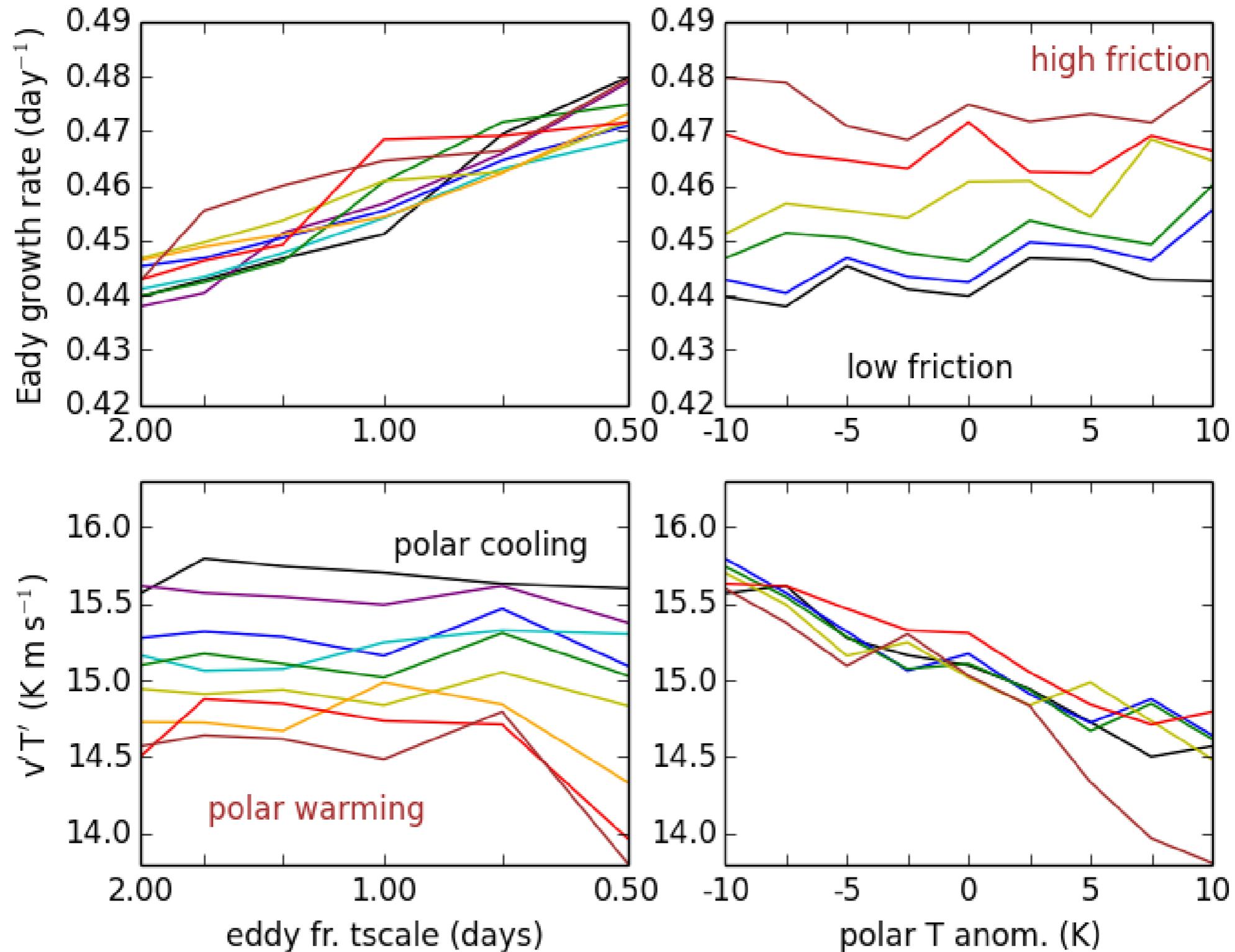
dT/dy

static stability

friction

forcing

Control of mean flow in dry atmosphere GCM



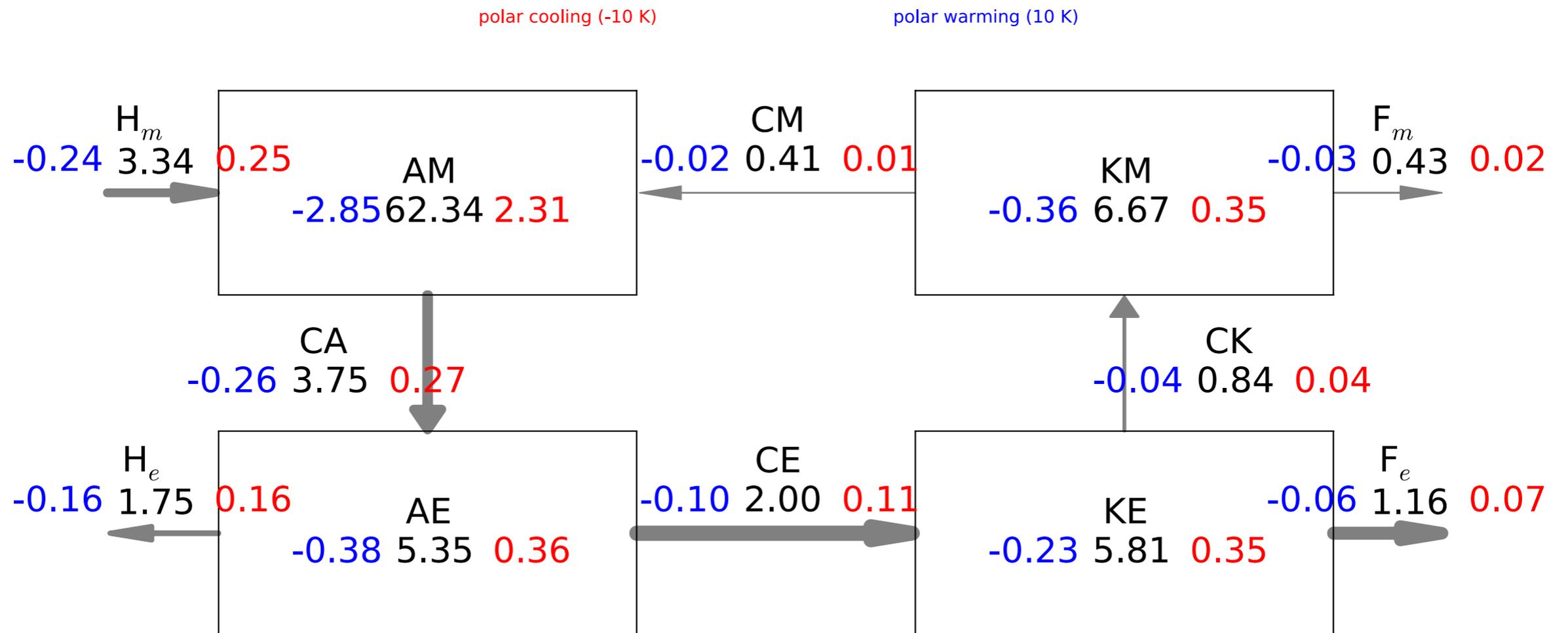
Summary

- NH Storm Tracks appear to satisfy a simple two way exchange between eddies and mean flow.
- Hadley cell response can be isolated/excluded by changing only extratropical parameters (in simplified agcm)
- Eddy saturation hypothesis and “frictional control” hypothesis confirmed in simplified eddy-resolving ocean model and in AGCM
- Extratropical eddy drag increase should correspond to jet increases and no response in eddies.

Related publications

- Ambaum, M. H. P., and L. Novak, 2014: A nonlinear oscillator describing storm track variability. *Quart. J. Roy. Meteor. Soc.*, **140**, 2680-2684. doi:10.1002/qj.2352
- Novak, L., M. H. P. Ambaum, and R. Tailleux, 2015: The lifecycle of the North Atlantic storm track. *J. Atmos. Sci.*, **72**, 821-833. doi:10.1175/JAS-D-14-0082.1
- D. P. Marshall, M. H. P. Ambaum, J. R. Maddison, D. R. Munday, L. Novak, 2016: Understanding ocean eddy saturation and its surprising consequences. *Science*, Under review
- Novak, L., M. H. P. Ambaum, and R. Tailleux, 2016: Marginal Stability and Predator-Prey Behaviour within Storm Tracks. *Quart. J. Roy. Met. Soc.*, Under review.
- Novak, L., M. H. P. Ambaum, and B. J. Harvey, 2016: Steady state behaviour of storm tracks. In preparation.

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