# ANNUAL MEETING - JUNE 1971 <br> A quantitative evaluation of the atmospheric circulation and a long-range forecast of the monthly pressure fields and temperatures <br> over the North Atlantic area 

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At the Leningrad State Meteorological Institute (LGMI) Department of Meteorological Forecasting, in cooperation with the AtlantNIRO and PINRO scientists and with the active participation of the senior students, research was carried out on the quantitative evaluation of aerial transportation and the intensity of cyclonic activity over the North Atlantic area. From the yearly weather maps of the northern hemisphere for 1901-1939 and 1949-1969, the monthly indices of the zonal and meridian circulations ( $I_{3}, I_{m}$ and $I_{M}$ ), were obtained, the monthly assembly charts of barometric formations constructed and the total estimate of the cyclonic-anticyclonic activity over the North Atlantic area between $30^{\circ} \mathrm{N}$ and $85^{\circ} \mathrm{N}$ computed.

A typical mean monthly barometric field was made and also several synoptic-statistical and dynamic-statistical diagrams were worked out for a long-range forecast of the monthly atmospheric pressure fields and air temperatures over the North Atlantic area.

The quantitative estimates of the atmospheric circulation for a great number of years will hopefully be used in the analysis of the macrosynoptical conditions for the formation of the hydrological and biological characteristics in the fishing area of the North Atlantic, while methods for the long-range weather forecasting, after they have been tested in the field, will be useful in fisheries planning for several months

To obtain reliable quantitative estimates of the aerial transportations and the cyclonic-anticyclonic activity at the sea level, the archives of the weather maps published by the US Weather Bureau (1901-1931) and the USSR State Meteorological Centre (1949-1969) were used ( 1.2 ). These maps are the most reliable source of information about the barometric-circulation regime over the oceans.

The atmospheric circulation indices, $I_{3}, I_{M}$, and $I_{M}^{\prime}$, were calculated by the Kats' method (3). The zonal index of circulation, $I_{3}$, was calculated from the equation (1)

$$
\begin{equation*}
I_{3}=\frac{b}{\left(2^{-} 1\right)} \mathrm{ni} \tag{1}
\end{equation*}
$$

where $b$ is a value characterizing the isobars density ( $b=5 \mathrm{mb}$ ); ni is a sum of the negative (westerly) and positive (easterly) crossings of the isobar with the $i$ - lengths of the meridians between the parallels $1^{\text {and }} 2^{\circ}$

When $I_{3}$ is calculated for some area ( $i=1$ ) the index value and sign characterize the meridian pressure gradient averaged by area. If an index is calculated for one length of the meridian ( $i=1$ ), it will be a characteristic of the pressure on the given length. A positive value of $I_{3}$ corresponds to the case when the westerly transportation prevails over the easterly one.

Monthly values of $I_{3}$ were obtained for 5 latitude zones: $30^{\circ}-40^{\circ} \mathrm{N}, 40^{\circ}-$ $50^{\circ} \mathrm{N}, 60^{\circ}-70^{\circ} \mathrm{N}$, and $70^{\circ}-85^{\circ} \mathrm{N}$, in each zone for several lengths of meridian (totally 27 lengths). Such method of calculation makes it possible to obtain a quantitative estimate of zonal transportation for any month of a series of years for any North Atlantic area.

The indices of the meridian circulation $I_{M}$ and $I_{M}^{\prime}$ were computed using equation (2):

$$
\begin{equation*}
I_{M}^{\prime}=\frac{b_{j} m_{j} k_{j}}{\left(2-{ }_{1}\right) j}, \tag{2}
\end{equation*}
$$

where $m_{j}$ is a number of positive (southerly) and negative (northerly) crossings of the isobars with the lengths of the parallels between the longitudes and ; the multiplier $k_{j}$ considers the convergence of the meridians.

The positive values of $I_{M}$ correspond to the case when the southerly carrying-outs prevail over the northerly ones. The index $I_{M}$ presents the intensity of the air exchange between latitudes and for its estimations "northerly" and "southerly" crossings are used with one sign.

The analysis of the monthly indices $I_{3}, I_{M}$, and $I_{M}^{\prime}$ made it possible to determine the characteristics of the yearly process of the zonal and meridian transportations in the various areas of the North Atlantic between $30^{\circ} \mathrm{N}$ and $85^{\circ} \mathrm{N}$. Being unable here to go into details of these characteristics, we give as an example Tables 1 and 2 presenting the monthly values of $I_{3}$ on the length of the $50^{\circ}$ meridian between $40^{\circ} \mathrm{N}$ and $50^{\circ} \mathrm{N}$ and of $I^{\prime} \mathrm{M}$ on the length of the $60^{\circ}$ parallel between $40^{\circ} \mathrm{W}$ and $60^{\circ} \mathrm{W}$ for years $1957-1969$.

Six areas with a total of about 3,000 thousand $\mathrm{km}^{2}$ were chosen in the North Atlantic. By using daily weather maps we estimated the number of barometric formations of various intensity and made a total evaluation of the cyclonic-anticyclonic activity for each area in every month of the series of many years. The variations in the intensity of the cyclonic activity seem to be rather significant.

Table 3 presents the estimates of the cyclonic activity for the western area of the Atlantic ( $=35^{\circ} \mathrm{N},=55^{\circ} \mathrm{N} ;=65^{\circ} \mathrm{W},=45^{\circ} \mathrm{W}$ ). The positive values of $\mathrm{I}_{2}$ correspond to the case when the cyclonic circulations prevail over the anticyclonic ones.

It is known that in making long-term meteorological prognoses, the synoptic-statistical methods are widely used. In the USSR, the field forecasts for the Arctic areas are made based on the methodical calculations of G. Ya. Vangheim's school (AANII method). We obtained synoptic-statistical diagrams of the long-term forecast of the monthly fields of pressure and air temperatures for the North Atlantic area (5.6). These diagrams present some of the probable versions in the application of the methodological suggestions by Vangheim's school to the North Atlantic areas. The predictors in the forecast diagrams are homologists of the circulation, large pressure anomalies in the North Atlantic area and characteristics of the air exchange in the northern hemisphere. The forecast is made in advance of l-6 months.

The other rather independent direction is the use of the dynamicstatistical method (7.8). The forecast dlagrams foresee the estimate of the prognosis values of the pressure and air temperature at several "basic" stations in the North Atlantic.

The temporal succession $Q(t)$ is presented as a sum of harmonic oscillations with a continuous spectrum. Each oscillation is accidentally changeable in time.

The process pertains to a stationary accidental processes type, if the following conditions are observed.

1. Temporal succession $Q(t)$ is stationary: $Q=$ const. Mathematical expectation does not change in time.
2. The correlation function $R(t)$ of the temporal series $Q(t)$ depends only upon temporal displacement of $r$.
3. The problem of the prognosis is solved by bringing to the minimum the mean quadratic error.

The prognosis operation is linear and made by the equation (3)

$$
\begin{equation*}
Q t=\sum_{\bar{i}=m}^{n} K_{m}(L) q(t-\bar{i}) \tag{3}
\end{equation*}
$$

where $Q t$ are members of the $Q(t)$ series in deviation from $\bar{Q} ; m=$ advanceness of the prognosis; $K_{m}(L)$ are members of the extrapolation function, and $n$ is a number of members in the extrapolation function.

The method can be named as linear prediction by method of the least squares of the stationary temporal series.

The test of the prognosis of the monthly pressure values was made on the "basic" stations in the North Atlantic using the materials for years 19461956. The methodical prognoses appeared to be efficient as compared with the level of "random prognoses".

It will also be interesting to experiment with the routine prognoses of the monthly pressure flelds and air temperatures over the North Atlantic area.

It is advisable to encourage and coordinate similar work on the evaluation of the possibility of using various methods for a prognosis of weather conditions in the North Atlantic area several months in advance.

## Literature Cited

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L.ontiliy values of the zonal circulation index, $I_{3}$,

| 1957 | 1.10 | 0.75 | -0.09 | 0.90 | 0.73 | 0.69 | 0.58 | 0.82 | 0.55 | 0.39 | 0.35 | 0.82 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1958 | -0.40 | 0.16 | -0.67 | 0.40 | 0.24 | 1.34 | 1.00 | 1.52 | 0.77 | 0.43 | 1.09 | 0.75 |
| 1959 | 1.07 | 1.23 | 1.21 | 0.57 | 0.60 | 0.23 | 0.98 | 0.28 | 0.65 | 0.45 | 0.71 | 0.95 |
| 1960 | 0.32 | -0.40 | 0.50 | 0.69 | 0.17 | 0.56 | 1.00 | 0.85 | 0.60 | 0.54 | 0.85 | 0.71 |
| 1961 | 0.13 | 0.63 | -0.07 | 0.50 | 0.45 | 1.06 | 0.83 | 0.71 | 0.67 | 0.71 | -0.02 | 0.75 |
| 1962 | 1.56 | 0.33 | -0.21 | 0.96 | -0.02 | 0.68 | 0.38 | 0.61 | 0.30 | 0.68 | 0.07 | 0.74 |
| 1963 | 0.22 | 0.76 | 0.84 | 0.48 | 0.72 | 0.74 | 0.59 | 0.61 | 0.41 | 0.75 | 0.60 | 1.04 |
| 1964 | 1.34 | 1.02 | 0.64 | 0.69 | 0.74 | 0.73 | 0.68 | 0.45 | 0.97 | 0.61 | 0.80 | 0.14 |
| 1965 | 0.82 | 0.14 | 1.00 | 0.72 | 0.38 | 0.85 | 0.98 | 0.61 | 0.96 | 0.00 | 0.47 | 0.85 |
| 1966 | 0.34 | 1.13 | 0.54 | 0.45 | 1.01 | 1.10 | 0.85 | 0.87 | 0.69 | 0.77 | -0.28 | 0.35 |
| 19.7 | 0.67 | 1.20 | 0.14 | 0.15 | 0.29 | 0.88 | 1.11 | 1. ${ }^{2} 7$ | 0.26 | 0.61 | 0.52 | -0.05 |
| L.een | 0.68 | 0.63 | 0.35 | 0.61 | 0.48 | 0.80 | 0.81 | 0.78 | 0.59 | 0.62 | 0.47 | 0.04 |


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activity in the nestrm ares ( $I_{z}$ )

|  | I | II | III | IJ | y | YI | YII | 74 | IX | X | XI | XII |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| I90I | 102 | 124 | 78 | -56 | -56 | -I7 | 23 | -38 | $-60$ | 42 | 46 | II2 |
| 1902 | 88 | 94 | 102 | -32 | -12 | IO | 47 | -28 | -79 | 24 | 64 | 68 |
| 1903 | 122 | 88 | -62 | 4 | -33 | - 6 | 18 | -32 | -44 | 46 | -22 | 122 |
| 1904 | II4 | 50 | 22 | - 62 | -29 | -33 | 6 | -73 | -60 | -28 | IIO | 102 |
| 1905 | 64 | 94 | 52 | $\sim$ | 56 | -6 | I | -49 | -49 | 76 | I26 | 84 |
| 1906 | 76 | 12 | 78 | 14 | -29 | 3 | I6 | -84 | -9 | 74 | I68 | 58 |
| 1907 | 72 | 36 | II6 | -22 | -I2 | -3 | 60 | -I8 | -26 | 4 | IO | 28 |
| 1908 | 52 | 104 | I6 | -67 | -30 | -26 | 24 | -37 | -56 | -I6 | 44 | 52 |
| 1910 | -10 | 62 | -34 | -46 | -27 | I5 | -59 | -85 | -31 | -10 | 158 | 72 |
| I9II | 38 | 124 | 48 | 32 | -43 | -23 | -71 | -84 | -75 | 36 | 42 | 74 |
| 1912 | 128 | 146 | 28 | -63 | -92 | 2 | -54 | W/ 4 | -2I | 76 | 36 | 4 |
| 1913 | $-6$ | II8 | -64 | 9 | -II | 5 | -47 | -I09 | -36 | - 48 | 30 | 126 |
| 1914 | I66 | 52 | 92 | 34 | -27 | -42 | -60 | -103 | 31 | 28 | 32 | 14 |
| 1915 | -6 | 78 | 134 | -30 | 44 | -35 | -II3 | -36 | 13 | 40 | I50 | 92 |
| I9I6 | 86 | - | 178 | 31 | 22 | -I5 | - 109 | -53 | -37 | -6 | 68 | 174 |
| 1917 | 72 | 66 | 132 | 77 | 33 | -I3I | -87 | -II8 |  | -36 | 134 | I50 |
| 1918 | 140 | 50 | 178 | 13 | -26 | -I9 | -45 | -3 | 47 | 12 | II2 | 84 |
| I9I9 | 98 | 188 | 132 | -40 | . 54 | -27 | -93 | . 76 | -6I | 38 | 60 | 72 |
| 1920 | 146 | -6 | 138 | 27 | -33 | -62 | -I24 | -III | 46 | 88 | 38 | 76 |
| I92I | 72 | 106 | 36 | -33 | -32 | -II | . 73 | -20 | -53 | 54 | 64 | 82 |
| 1922 | 36 | 2 | -10 | 20 | - | -I43 | -IOI | -I05 | -39 | -I6 | 212 | 62 |
| 1923 | 148 | IIO | . 76 | -46 | -26 | 43 | -73 | - 8 | -43 | -48 | - | 108 |
| 1924 | -44 | I68 | I30 | 28 | -60 | -68 | -IIO | -I22 | -39 | IIS | 22 | 56 |
| 1925 | 62 | -32 | 84 | 37 | -81 | . 74 | -48 | -24 | -59 | 106 | 24 | 134 |
| 1926 | 74 | I28 | 194 | -23 | I8 | -I2 | -73 | -37 | -I8 | 30 | -2I2 | I70 |
| 1927 | -12 | II6 | 30 | 20 | 28 | 42 | - 163 | -64 | - | 46 | -80 | 82 |
| 1928 | 56 | 62 | 162 | -17 | -14 | -30 | -80 | -48 | -76 | 20 | 140 | 20 |
| I929 | 78 | 72 | 70 | -23 | -I26 | -I7 | -97 | - 51 | -66 | -I6 | 100 | -I8 |
| 1930 | -22 | -2 | 14 | -40 | 7 | - | -31 | -46 | -2I | 66 | 12 | 60 |

-20.2 (Conis.and)

|  | I | II | III | IJ | I | JI | 7II | YIII | IX | X | XI | XII |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| I931 | 82 | 70 | I64 | -40 | -73 | - | -25 | -52 | -9I | - | 56 | I44 |
| 1932 | 62 | 108 | 138 | 9 | -26 | -26 | -5 | -58 | -55 | 26 | 50 | -I6 |
| 1933 | 90 | 48 | II6 | -71 | -27 | -II |  | -62 | -22 | 52 | -10 | 56 |
| 1934 | 2 | -2 | 22 | -33 | -74 | -24 | 47 | -89 | -IOI | 68 | 130 | 170 |
| 1935 | 12 | 38 | IIO | -58 | -I3 | -36 | -58 | -60 | -I8 | -66 | -34 | 174 |
| 1936 | 102 | 32 | - 16 | -69 | -49 | -4I | 44 | -29 | -3I | -I8 | -44 | -40 |
| 1937 | -60 | I56 | 70 | -2 | -32 | - 4 | -83 | -IOI | -35 | -72 | 22 | 26 |
| 1938 | 44 | I06 | 92 | -84 | - 21 | -82 | -II2 | -53 | -79 | 22 | -26 | 102 |
| I939 | 98 | 28 | 80 | 38 | - | - | - | - | - | - | - |  |
| 1949 | 14 | 90 | 66 | -23 | 50 | -26 | I4 | -4I | -33 | -I4 | 80 | 66 |
| 1950 | 24 | 150 | 178 | 33 | 2 | -I | -52 | -6 | 2 | 56 | 2 | 76 |
| 195I | II6 | 106 | 164 | 50 | -7 | -3 | -39 | 3 | -28 | 132 | 124 | II4 |
| 1952 | 88 | 242 | 162 | -5I | 22 | -5 | -23 | -59 | -I3 | 90 | 54 | 214 |
| 1953 | 155 | 48 | II8 | 31 | 50 | -27 | -34 | -I3 | -40 | - IO | 86 | 54 |
| 1954 | 148 | 102 | 148 | 33 | -25 | 29 | -65 | -14 | -65 | 42 | 72 | 96 |
| 1955 | 314 | II8 | II8 | 38 | 9 | -II | 1.6 | -52 | -29 | 126 | 242 | I76 |
| 1956 | 194 | 180 | 154 | I | -26 | 2 | -29 | 3 | -43 | 76 | 8 | 80 |
| 1957 | 70 | 92 | 198 | -56 | 79 | -I4 | I0 | -49 | -I5 | 126 | 82 | I2 |
| 1958 | 128 | I62 | 202 | 89 | -35 | 3 | 36 | -I5 | -35 | 138 | 36 | 50 |
| 1959 | 196 | 130 | 44 | 43 | - | - I | -6I | -I7 | -I | 62 | - | 84 |
| 1960 | 234 | 144 | 208 | 55 | 39 | -23 | -I8 | 2 | -88 | IO2 | 84 | II2 |
| 1961 | 154 | I84 | 206 | -8 | 64 | -8 | -29 | -27 | -.74 | 60 | 42 | 204 |
| 1962 | - 6 | 196 | 332 | 93 | -38 | -I6 | -I5 | -3I | -20 | 56 | 94 | 154 |
| 1963 | 120 | -24 | 176 | -53 | -37 | 2 | -58 | 40 | -39 | 46 | 94 | 66 |
| 1964 | 140 | 162 | 172 | 63 | -5 | 14 | -49 | -54 | -53 | 168 | 10 | 194 |
| 1965 | 136 | 230 | 226 | 28 | 56 | 2 | -3I | -2 | -2I | 72 | -6 | I58 |
| 1966 | 180 | 132 | 136 | 56 | 33 | -70 | -2 | -23 | -I8 | 90 | 122 | - |
| 1967 | 66 | 46 | I46 | 55 | 5 | -92 | -79 | -100 | -48 | - | - | - |

