

# IWV RETRIEVAL FROM SHIPBORNE GPS RECEIVER ON HYDROGRAPHIC SHIP BORDA

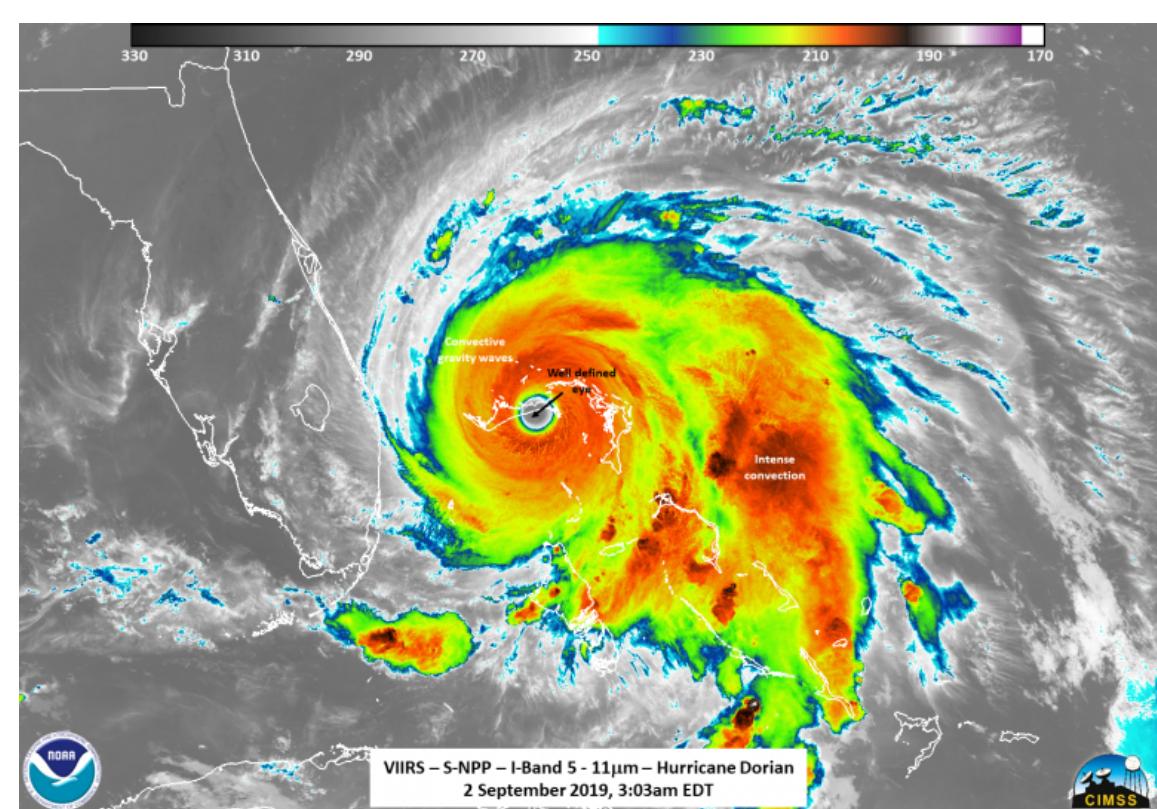
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## CONTEXT & OBJECTIVES

Why use offshore GNSS measurements for IWV retrieval?

- Origin of severe weather events.
- Area limited to surface observations or satellite remote sensing.



Left : Infrared view of Dorian Cyclone (NASA-NOAA Suomi) - Right Global Ocean Observing System (WMO).

Benefit of offshore GNSS IWV retrievals:

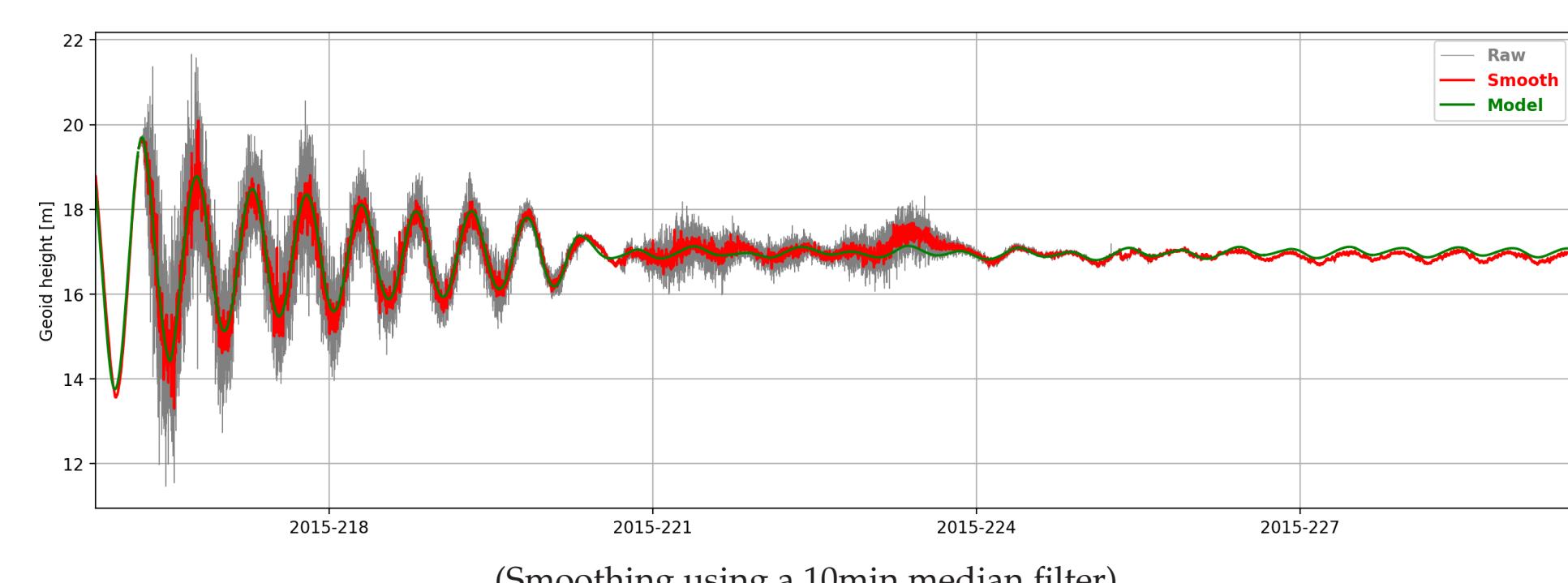
- **Meteorology:** potential of ships of opportunity.  
Requirement for accuracy/latency:  $2\text{kg}\cdot\text{m}^{-2}$ , 15 minutes for 1h-forecast.
- **Climatology:** potential of research vessels, already equipped.  
Requirement for accuracy:  $1\text{-}2\text{kg}\cdot\text{m}^{-2}$ .
- **Hydrography:** Better estimation of height.  
Requirement for accuracy: 20 to 40mm (antenna position).

## BORDA CRUISE

- Route from Brest to Toulon (Fr, Aug. 2015).
- PPP\_AR using Gipsy-Oasis II 6.4.
- 2 GPS antennas (BRDA + BRD2).
- VMF model (a priori & mapping function).



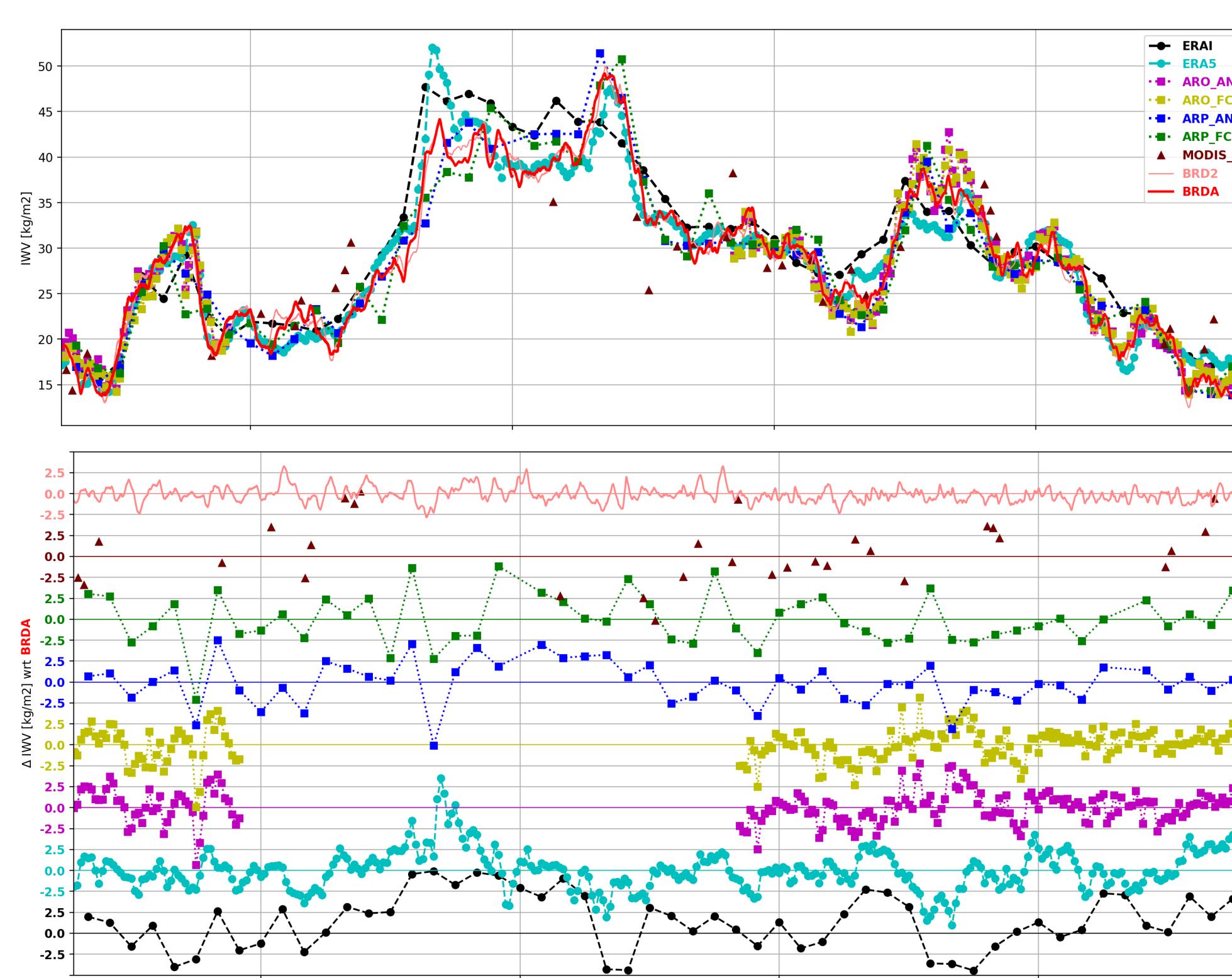
➡ GPS+EGM2008 Geoid height estimates for BRDA antenna compared to FES2014 model:



➡ Mean differences wrt FES2014 model:

Raw	$-0.031 \pm 0.351\text{m}$
Smoothed	$-0.032 \pm 0.164\text{m}$

**BRDA (ref) / BRD2**  
**ERA5**  
**ARO\_AN / ARO\_FC1**  
**ARP\_AN / ARP\_FC6**  
**MODIS\_IR**



30s GPS IWV for antennas BRDA and BRD2 using VMF  $T_m$  and ERA5  $P_{msl}$   
 ECMWF reanalysis,  $6\text{h} \times 0.75\text{deg}$  ( $\sim 60\text{-}80\text{km}$ )  
 ECMWF reanalysis,  $1\text{h} \times 0.25\text{deg}$  ( $\sim 20\text{-}30\text{km}$ )  
 Meteo-France small scale NWP Arome, analysis and 1h-forecast,  $1\text{h} \times 1.3\text{km}$   
 Meteo-France global NWP Arpege, analysis and 6h-forecast,  $6\text{h} \times 7.5\text{km}$   
 Satellite radiometer MODIS, infrared IWV within 20 km & 450s range

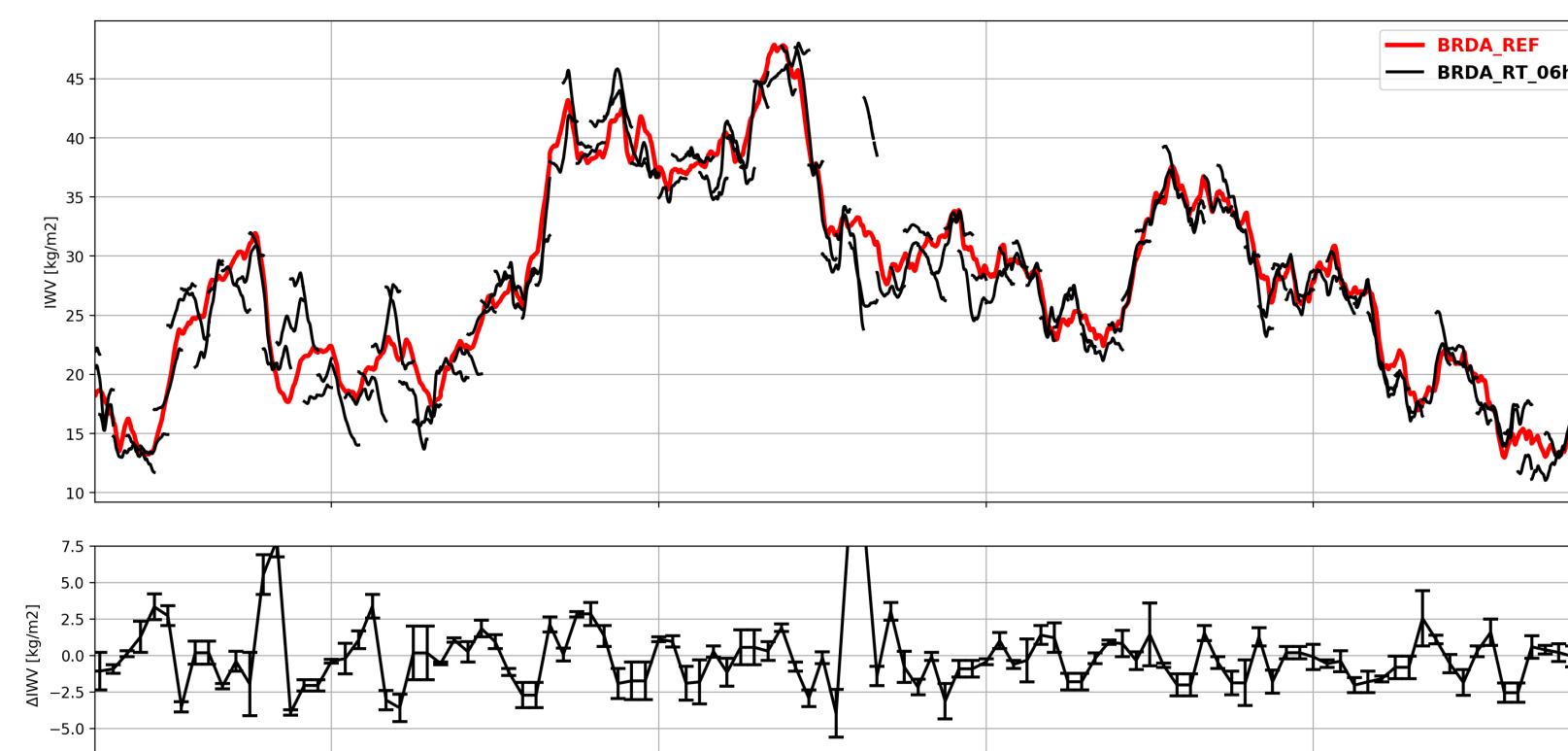
	N	$b \pm \sigma [\text{kg}\cdot\text{m}^{-2}]$	$\Delta \leq \pm 2 \text{ kg}\cdot\text{m}^{-2}$
<b>ERA5</b>	55	$+1.44 \pm 3.26$	38.2%
<b>ERA5</b>	329	$+0.06 \pm 2.36$	63.5%
<b>ARO_AN</b>	190	$+0.14 \pm 1.87$	75.8%
<b>ARO_FC1</b>	190	$+0.06 \pm 1.91$	77.9%
<b>ARP_AN</b>	53	$-0.12 \pm 2.56$	60.4%
<b>ARP_FC6</b>	53	$-0.04 \pm 3.00$	47.2%
<b>MODIS_IR</b>	33	$+0.82 \pm 3.89$	36.4%
<b>BRD2</b>	39408	$-0.12 \pm 0.87$	97.0%

- Global consistency between all techniques
- Noticeable deviations over certain periods for certain models (e.g. around doy 220 or 226)
- Significant differences with MODIS\_IR
- Improvements from ERA5 with respect to ERAI
- Analysis better than forecast (ARO & ARP)
- Very good consistency between the 2 antennas

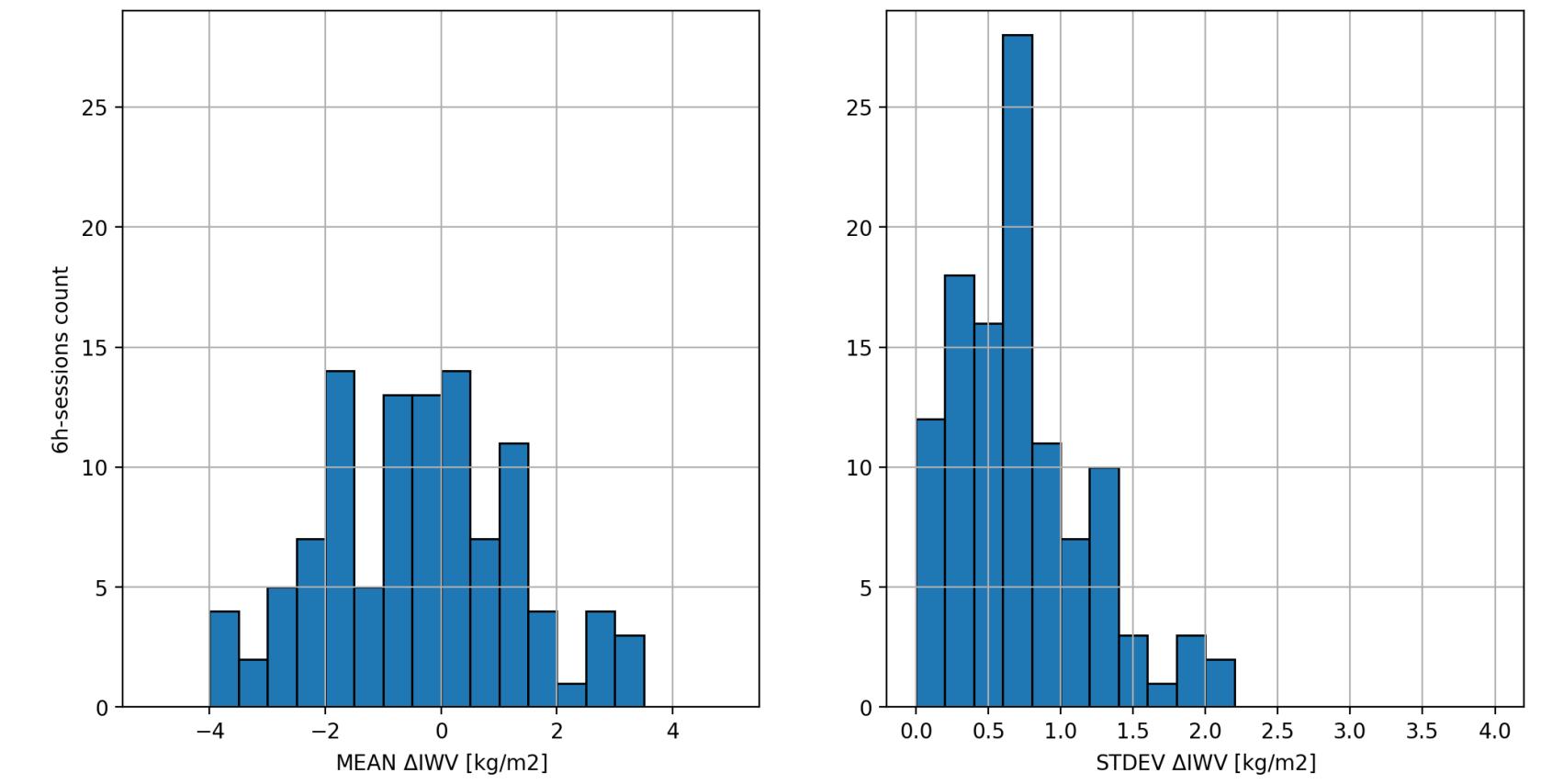
## IWV EVALUATION IN A NRT CONTEXT

Investigation of the possibility of an analysis at h+15min with error inferior to  $2\text{kg}\cdot\text{m}^{-2}$  for a forecast at h+60min:

- Use of real-time products from IGS (IGC1) archived by CDDIS
- PPP using Gipsy-Oasis II 6.4 (w/o AMB fixing)
- 6h sessions every 3h (short sessions may be required if transmission rates are limited)
- GPT/GMF model
- Screening of estimates:  $\sigma_{ZTD} > 4 \text{ mm}$  (0.2% of estimates)



- Mean deviations :  $-0.37 \pm 2.20 \text{ kg}\cdot\text{m}^{-2}$
- 68.0% of differences inferior to  $2 \text{ kg}\cdot\text{m}^{-2}$



- Maximum deviations  $\sim 11 \text{ kg}\cdot\text{m}^{-2}$
- Some very biased sessions ( $> 4 \text{ kg}\cdot\text{m}^{-2}$ )

## CONCLUSION & PERSPECTIVES

- Interest of shipborne GNSS for meteorology and climatology
- Accuracy levels similar to CORS (uncertainty  $< 2\text{kg}\cdot\text{m}^{-2}$ ) could be reached
- Near-real time is still ambitious, but the results are encouraging (standard deviation just over  $2\text{kg}\cdot\text{m}^{-2}$  for 6-hour sessions).
- Methodology for analysis still should be clarified (contribution of mGNSS, ambiguity, stochastic modeling, etc.)
- Near-real time application still required a robust means of communication for retrieving shipborne data.

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