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Synoptic analysis of a rare event of Saharan dust reaching the Arctic region

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Abstract

A rare event of Saharan dust cloud in the subArctic region north of the Scandinavian Peninsula was discovered by the LiDAR of the Arctic LiDAR Observatory (ALOMAR) on 7 August 2007 and identified by Rodriguez *et al.* (2008). •The origin of this cloud was from the permanent dust reservoir which exists in the atmosphere above the Sahara and was not necessarily a result of a single dust storm.

The wind flow and the geopotential height at 700 hPa in the area bounded by $0^{\circ}N-80^{\circ}N$ and $100^{\circ}W-40^{\circ}E$ were examined for 1–4 August. Additionally, the 6–7-day forward trajectories from the location $28^{\circ}N-0^{\circ}E$ were computed for the same time.

It was found, that during 1/2 August, a strong southwesterly flow formed in northern Africa and western Europe, between a trough along the Atlantic coast of southern Europe and northern Africa and the eastern branch of the subtropical high. This synoptic situation was suitable to long-range transportation of the dust from the Sahara to the Arctic. •

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Introduction

Every year, huge quantities of dust are transported from the Sahara towards the American and European continents. There are well-defined areas especially in the northwestern part of the Sahara – Tunisia, Morocco, Mauritania and Mali and the Bodele depression near Lake Chad - which are the main sources of the dust (Middleton and Goudie, 1991; Prospero et al., 2002; Washington et al., 2003; Barkan et al., 2004). The dust is raised to a height of about 3000 metres and higher due to warming of the ground in the summer season, and local winds such as the Harmatan and storm systems entering the Mediterranean and northern Africa from the north (Davan et al., 1991; Alpert and Ganor, 1993; Conte et al., 1996; Prospero, 1996).

A considerable part of the dust is transported towards Europe (Papayannis *et al.*, 2005). In most cases, the dust reaches southern Europe only (Avila *et al.*, 1996; Bonelli and Mercazzan, 1996) but there are events when the dust reaches the Alps north of Italy (Collaud Coen *et al.*, 2003). In even rarer events Saharan dust has been observed in northern Europe with modern LiDAR equipment as part of the EARLINET network (Ansman *et al.*, 2003).

For effective transportation of Saharan dust to northern Europe, an unusual synoptic situation is required: a reasonably deep trough along the Atlantic coast of Europe and North Africa, and a high further east of it. If the pressure gradient between them is steep enough, a strong and long northwesterly flow will form between them, capable of transporting the dust towards northern Europe (Barkan *et al.*, 2005).

On 7 August 2007, the LiDAR of the Arctic LiDAR Observatory (ALOMAR69°N. 16°E) in northern Norway (69°N) detected a thin layer of dust at a height of approximately 2500 metres. Using several additional optical instruments like a sun photometer and a particle absorption photometer, the dust was identified as being of Saharan origin. •Rodriguez et al. (2008) describe this event comprehensively following the time evolution in situ and the instruments used. Different sun photometers and spectroradiometers were used. From the measurements, the aerosol optical depth (AOD) and the derived Angstrom exponent (alpha) were retrieved. The optical properties were analyzed jointly with air mass back trajectories to determine the aerosol types and their origin.

In this article, the synoptic situation which caused such a long-range transportation of the dust from the Saharan region to the Arctic, some 40 degrees of latitude, is investigated.

Discussion and results

As mentioned earlier, the dust which was observed in ALOMAR on 7 August originated from the western Sahara as a result of some kind of atmospheric activity several days previous. It might have been a dust storm but not necessarily. Due to the continuous activity of dust lifting in the desert for different reasons as mentioned earlier, there is always a large amount of dust available in the Saharan air (Israelevich *et al.*, 2002). If the synoptic situation is favourable, dust transportation begins. The direction and the distance of the transportation depend on the orientation and the strength of the synoptic system. In this case, the dust was transported some 5500 kilometres.

We chose to display the synoptic situation between 1 and 3 August 2007 in the area $0^{\circ}N-80^{\circ}N$, $100^{\circ}W-40^{\circ}E$ (Figures 1–3). The variables shown are wind flow and geopotential height at 700 hPa. This level was chosen because of the average transportation of dust that takes place in this level (Prospero, 1996; Hamonou *et al.*, 1999; Alpert *et al.*, 2003). The meteorological data were taken from the NCEP/NCAR reanalysis (Kalnay *et al.*, 1996). Additionally, the forward trajectories from the western Sahara for 5–6 days were computed using the NOAA HYSPLIT model.

On 1 August, the subtropical high, which is dominant in the summer season, was weakened by a trough along the Atlantic coast of southern Europe and northern Africa. This trough actually divided the high into two separate highs: an eastern high and a western high, the latter of which was the stronger.

A deep Icelandic low was situated west of the Scandinavian Peninsula with two troughs emanating from it: one eastward and the other southwestward towards the Caribbean. The latter caused the strengthening of the western branch of the subtropical high which, in its part, caused the formation of the trough to the east. Between the Caribbean trough and the western high and between the coastal Atlantic trough and the eastern high a steep gradient formed causing a strong southwesterly flow. The gradient was approximately the same as the average gradient of similar situations (Barkan et al., 2005). Between the Icelandic low and the subtropical high a strong westerly flow existed along 50°N. The two southwesterly flows joined the strong westerly flow around the 40°W and 0° longitudes. Easterlies at the southern flank of the subtropical high along Weather – Month 9999, Vol. 99, No. 99 Saharan dust reaces the Arctic

the 20°N parallel emanated from Africa to the Atlantic and converged with the southwesterlies along the western flank of the high (Figures 1(a) and 1(b)). It is evident from these figures that the potential for dust transport from the western Sahara towards Scandinavia existed either with the flow to the north through western Europe which joined the strong flow around the eastern flank of the Icelandic Low, or with the easterlies which joined the southwesterlies along the western flank of the subtropical high and then the westerlies around the Icelandic low. The forward trajectory (Figure 1(c)) shows that the first case is the real one. The dust, originating from the source area in western Sahara and Mauritania, was transported through Spain, the Gulf of Biscay and along the European coast and then reached northern Scandinavia within five to six days, on 6 or 7 August.

The situation on 2 August was essentially the same as on the1st. The main centre of

the Icelandic low moved further to the east. A trough formed in western Europe emanating from the main low and connecting to the trough across Africa which penetrated more to the south. Consequently, the southwesterly flow became stronger, smoother and continuous and the dust transportation became more effective. The trajectory was the same as on the previous day but the dust reached northern Scandinavia in less than five days (Figure 2).

On 3 August, the synoptic situation changed significantly. The centre of the lcelandic low moved a long way to the west. The trough along the African coast almost disappeared. Only a weak cyclonic circulation separated the two parts of the high (Figures 3(a) and 3(b)). In such a situation, the long transportation to Scandinavia could not happen. Although the trajectory model still shows such a transportation, we think that it takes into account the possibility that some of the dust which still moves with the southwesterly flow along the African coast can penetrate through the weak winds in the Gulf of Biscay and be injected into the strong westerlies around the Icelandic Low (Figure 3(c)).

On 4 August, the synoptic situation changed radically. Due to the strengthening of the eastern branch of the subtropical high, the gradient became steeper and more westerly preventing dust transportation northward.

We chose to show the synoptic situation for 1–3 August, although the dust in northern Norway was observed on the 7th. According to the data shown, the synoptic situation was fit for the transportation of dust out of the Sahara and northward only in the days 1-3 August while from the 4th onwards the dust supply ceased. The dust which was transported out of the Sahara in the previous days reached the area of the strong westerly flow after three days; it was injected into







AQ1 2 •Figure 1. The synoptic situation 1 August 2007.





Figure 2. The synoptic situation 2 August 2007.

it and reached the north of Scandinavia some three days later.

Conclusion

An unusual synoptic situation caused the rare event of Saharan dust transportation to the far north – the northern tip of the Scandinavian Peninsula. The dust was observed in ALOMAR on 7 August 2007 but the dust transport begun about six to seven days earlier. Accordingly, the synoptic situation during the days 1-4 August was examined. A trough formed along the Atlantic coast of Africa on the first two days of August causing a strong southwesterly flow there. At the same time, the mean centre of the Icelandic low deepened and moved to the east, near the Scandinavian Peninsula. The steep gradient which formed between the low and the subtropical high caused strong westerly flow along parallel 50. The southwesterly flow in the south and the westerlies

towards Scandinavia to the north together enabled the transportation of the dust from its source area in western Africa far to the north as can be seen in the computed trajectories (Figures 1(c) and 2(c)). On the 3rd and more on the 4th of August the trough in the south weakened and its contact with the northern low severed, so that the condition for long-distance transportation no longer existed.

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Figure 3. The synoptic situation 3 August 2007.

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