

# NOAA BACKGROUNDER



## The Gulfstream IV-SP NOAA's High-Flying Meteorological Platform



### A WORD ABOUT NOAA. . .

The National Oceanic and Atmospheric Administration (NOAA) conducts research and gathers data about the global oceans, atmosphere, space and sun, and applies this knowledge to science and service that touch the lives of all Americans.

NOAA warns of dangerous weather, charts our seas and skies, guides our use and protection of ocean and coastal resources, and conducts research to improve our understanding and stewardship of the environment which sustains us all.

A Commerce Department agency, NOAA provides these services through five major organizations: the National Weather Service, the National Ocean Service, the National Marine Fisheries Service, the National Environmental Satellite, Data and Information Service, and Office of Oceanic and Atmospheric Research; and numerous special program units. In addition, NOAA research and operational activities are supported by the Nation's seventh uniformed service, the NOAA Corps, a commissioned officer corps of men and women who operate NOAA ships and aircraft, and serve in scientific and administrative posts.

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NOAA's Gulfstream-IV jet is the agency's high-flying, high-tech platform in its hurricane forecasting arsenal. The jet flies around developing hurricanes to create a detailed picture of the surrounding atmosphere; the data it collects enable forecasters to improve hurricane track and landfall predictions by up to 20 percent. This capability helps save lives, property and evacuation costs by more accurately identifying where a hurricane will make landfall.

Since the beginning of the 1997 hurricane season, the G-IV has flown missions around every Atlantic-based hurricane that has posed a potential threat to the United States. Missions cover thousands of square miles surrounding the hurricane, gathering vital data with GPS (Global Positioning System) dropwindsondes.

The GPS dropwindsonde is a small, lightweight, self-contained and expendable device that measures and transmits vertical profiles of barometric pressure, ambient air temperature, relative humidity, and GPS positioning of the dropwindsonde, used to compute wind direction and speed. Data from the dropwindsondes are transmitted back to the G-IV. Through rigorous quality control measures on board the aircraft, the information is prepared for transmission to the National Hurricane Center in Miami, Fla., and the National Centers for Environmental Prediction in Camp Springs, Md. There the data are available for many numerical forecast models providing important information about regions — mostly over oceans — in which there are no other sources of weather data.

Computer modeling is the foundation of all NOAA weather and flood forecasts. Weather models solve a series of complex equations that simulate the present and future states of the atmosphere.

The numerical models that utilize G-IV data fulfill two important purposes: to help forecasters make accurate predictions of how intense a hurricane will be and when and where it will make landfall; and to help hurricane researchers achieve a better understanding of storm processes, thereby improving their forecast models.

**[HTTP://WWW.AOC.NOAA.GOV](http://www.aoc.noaa.gov)**

## Hurricane Missions

The G-IV may fly hurricane surveillance missions in tandem with NOAA's WP-3D Orion hurricane research aircraft, which fly at much lower altitudes and collect data that complement the G-IV data. Together, these aircraft provide the most comprehensive data coverage collected in the environment of hurricanes. The missions not only provide hurricane forecasters with critical data via the numerical model forecasts, but also give real-time indicators of the overall weather conditions that influence the tracks of hurricanes. These data also enable researchers to investigate the factors related to hurricane track forecasts and gain further knowledge in this scientific field of study.



## Winter Storm Missions

During the winter months, NOAA's interest in severe weather becomes focused on the winter storms affecting the western, central and northeastern United States. These storms are continually being monitored and studied to advance our understanding and to improve winter storm forecasts.

The G-IV's first operational mission was a research project called the Fronts and Atlantic Storm Tracks Experiment (FASTEX), a cooperative program developed by NOAA and the European meteorological community. Both the G-IV and a P-3 participated in this field experiment to collect research data on the severe winter storms that move eastward across the Atlantic Ocean and affect western Europe. The findings from FASTEX should lead to better forecasts for the west coasts of both Europe and North America, as well as a better understanding of how oceanic winter storms affect world climate.

Since 1998, the G-IV has participated in data-collection experiments designed to help scientists learn more about Pacific-driven storms and improve the forecasts for these events. The weather over the Pacific often has a major and immediate influence on the weather on the US West Coast, and affects weather two to three days later over the eastern United States. Data collected and understanding of storm processes proved to be especially valuable with the forecasting of El Niño.

## Aircraft Operations Center

The G-IV is maintained and operated by NOAA's Aircraft Operations Center (AOC) located at MacDill Air Force Base in Tampa, Fla. AOC is charged with the management of NOAA Aircraft, personnel, budget and facilities in support of the assigned fixed-wing and rotor-wing aircraft. AOC is part of the office of NOAA Marine and Aviation Operations, which includes civilians as well as officers of the NOAA Corps, the nation's seventh and smallest uniformed service. NOAA Corps pilots and civilian flight engineers, meteorologists and electronic engineers and technicians are highly trained to operate NOAA's hurricane aircraft during the severest weather conditions.

Much of the scientific instrumentation flown aboard NOAA aircraft is designed, built, assembled and calibrated by AOC's Science and Engineering Division. During non-hurricane season months, the G-IV and P-3s are tailored by AOC engineers for use in other severe weather and atmospheric research programs and flown by NOAA Corps pilots worldwide in a variety of weather conditions.

## AIRCRAFT CHARACTERISTICS

Crew	2 Pilots, 1 Engineer/Mechanic, 1 Meteorologist (Flt Director), 1 High Altitude Profiling System Operator, 3 Engineering Technicians/Dropwindsonde System Operators
Operational Airspeed:	41,000–45,000 ft. True Airspeeds (Mach .77-.80, 440-460 kts.)
Take off Weight:	74,600 lbs
Service Ceiling:	45,000 Feet
Maximum Range:	3800 nm. (with a 1-hour fuel reserve)
Maximum Duration:	8 Hrs 45 Minutes (with 1 hour fuel reserve)
Engine:	Two Fueselage Mounted Rolls Royce Tay 611-8 Twin Spool Turbofan Jet Engines
Instrumentation:	High Frequency (HF) Radios, VHF Radios, Honeywell SATCOM Phone, GPS and Inertial Reference Systems (IRS) for navigation, UHF Radio, Honeywell TCAS II System (with FAA Change 7), EROS Quick Donning Oxygen System, Collins EXR-700C (C-band weather radar), Dropwindsonde Tube with 8-Channel Tracking Capability, Satellite Communication System with Voice/Data Transmission Capability, Numerous Computer Systems

**For further information, please contact Lori Bast, NOAA Aircraft Operations Center Public Affairs, at (813) 828-3310, ext. 3072, or visit our website at <http://www.aoc.noaa.gov>.**

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