

Icing Potential: This quantity is the heart of the UAF in-flight icing diagnostic algorithm, which is very similar in overall form to that produced by NCAR's Research Applications Program (RAP) and whose diagnostic form is now operational at the Aviation Weather Center as the "Current Icing Potential" (CIP) product. It represents the likelihood that icing conditions will be encountered within a given model grid column (45km or 15 km, depending on which domain (1 or 2) that the quantity is represented on). A fuller description can be found at the web address <http://www.rap.ucar.edu/iida/demo.html>.

Our algorithm differs from NCAR/RAP's in that MM5 data and AVHRR satellite information can be utilized and blended in with GOES satellite data and surface observations. Our depiction of icing potential also differs from their depiction. Here, to depict a total column icing potential, as opposed to showing icing potential in individual layers, we show the grid column sum of icing potential in the troposphere. Higher numeric values, indicated by the warmest colors, indicate overall higher icing potential within the troposphere. Lower icing potentials overall are indicated by the cooler colors. *However, this does not necessarily rule out high icing potentials within individual layers of the atmosphere*, so some caution is advised in making interpretations at this time. In the future we will make the full three dimensional icing potential information available.