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1 **Instrumentation and Measurement Strategy for the NOAA SENEX Aircraft Campaign**
2 **as Part of the Southeast Atmosphere Study 2013**

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4
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38 **Abstract:**

39 The Southeast United States (US) might not have warmed as much as the rest of the
40 country over the past 50-100 years. Providing an improved understanding of this
41 potential anomaly, and specifically the roles played by aerosols, was one of the main goals
42 for the Southeast Atmosphere Study (SAS). Natural emissions of ozone-and-aerosol-
43 precursor gases such as isoprene and monoterpenes are high in the southeast of the US. In
44 addition, anthropogenic emissions are significant in the Southeast US and summertime
45 photochemistry is rapid. The NOAA-led SENEX (Southeast Nexus) aircraft campaign was
46 one of the major components of the SAS study and was focused on studying the
47 interactions between biogenic and anthropogenic emissions to form secondary pollutants.
48 During SENEX, the NOAA WP-3D aircraft conducted 20 research flights between 27 May
49 and 10 July 2013 based out of Smyrna, TN.

50 Here we describe the experimental approach, the science goals and early results of the
51 NOAA SENEX campaign. The aircraft, its capabilities and standard measurements are
52 described. The instrument payload is summarized including detection limits, accuracy,
53 precision and time resolutions for all gas-and-aerosol phase instruments. The inter-
54 comparisons of compounds measured with multiple instruments on the NOAA WP-3D are
55 presented and were almost all within the stated uncertainties.

56 The SENEX flights included day- and nighttime flights in the Southeast as well as flights
57 over areas with intense shale gas extraction (Marcellus, Fayetteville and Haynesville
58 shale). We present one example flight on 16 June 2013, which was a daytime flight over
59 the Atlanta region, where several crosswind transects of plumes from the city and nearby
60 point sources, such as power plants, paper mills and landfills, were flown. The area around
61 Atlanta has large biogenic isoprene emissions, which provided an excellent case for
62 studying the interactions between biogenic and anthropogenic emissions. In this example
63 flight, chemistry in and outside the Atlanta plumes was observed for several hours after
64 emission. The analysis of this flight showcases the strategies implemented to answer some
65 of the main SENEX science questions.

66
67



68 **1. Introduction**

69 The SENEX campaign (Southeast Nexus-Studying the Interactions between Natural
70 and Anthropogenic Emissions at the Nexus of Climate Change and Air Quality) was a large-
71 scale National Oceanic and Atmospheric Administration (NOAA) led field study in the
72 Southeastern United States (U.S.) in summer 2013. The SENEX measurement platform was
73 the NOAA WP-3D aircraft operated out of Smyrna, Tennessee. SENEX was part of a large,
74 comprehensive and coordinated research effort to understand the emission sources,
75 chemistry, and meteorology of the summertime atmosphere in the Southeast U.S.: the
76 Southeast Atmosphere Study (SAS) (Xu et al., 2015), which included the other field
77 campaigns: Southern Oxidant and Aerosol Study (SOAS), Tropospheric HONO
78 (TropHONO), and the North American Airborne Mercury Experiment (NAAMEX). Besides
79 the NOAA WP-3D, measurements during SAS were made on the following platforms and
80 locations: the National Science Foundation (NSF) National Center for Atmospheric
81 Research (NCAR) C-130 aircraft, the Purdue University Duchess aircraft, the State
82 University of New York-Stony Brook Long-EZ aircraft, the Centreville and Alabama Aquatic
83 Biodiversity Centre (AABC) flux ground site located in Alabama, the Look Rock, Tennessee
84 ground site, the Research Triangle Park (RTP) ground site in North Carolina and Caltech
85 chamber studies (FIXIT).

86 The detailed science goals for SENEX can be found in the SENEX white paper
87 (<http://esrl.noaa.gov/csd/projects/senex/>) and are briefly listed here:

88 (1) Understanding the emissions of aerosol, aerosol and ozone (O_3) precursors, and
89 greenhouse gases in the Southeast U.S. Special focus was aimed at evaluating available
90 emission inventories for organic aerosol, black carbon, NO_x ($NO+NO_2$), volatile organic
91 compounds (VOCs), sulfur dioxide (SO_2), greenhouse gases, and aerosol precursors from
92 point sources such as coal-fired power plants, urban areas as well as biogenic VOC
93 emissions. Another focus was to understand the importance of emissions from biomass
94 burning in the region.

95 (2) Understanding the formation mechanisms of secondary species such as ozone,
96 sulfate and organic aerosols in the Southeast U.S. The main focus here was to determine
97 the influence of biogenic emissions, nighttime chemistry, aqueous-phase processes, and
98 organic nitrates on the formation of the secondary species.



99 (3) Determining the composition and distribution of aerosol in the Southeast U.S.
100 by looking at the relative abundance of sulfate, organics and other chemical components
101 over the whole study region and at accessible altitude levels.

102 (4) Quantifying deposition and loss processes critical for determining atmospheric
103 concentrations of aerosol, ozone and NO_y (sum of nitrogen oxides).

104 (5) Determining the climate-relevant properties of aerosol in the Southeast U.S. by
105 looking at the extinction, absorption and CCN properties of aerosol from primary and
106 secondary sources and their dependence on the high humidity in the Southeast U.S. Special
107 focus was given on determining the fraction of organic aerosol that occurs naturally
108 versus the fraction that is controlled by anthropogenic emissions and how each may
109 change in the future as a result of warming and changes in anthropogenic emissions.
110 Additional focus was on black carbon and its co-emitted species to understand whether
111 controlling specific BC sources has a net warming or cooling effect.

112 (6) Quantifying methane (CH₄) and VOC emissions from selected shale gas
113 extraction regions (Marcellus, Haynesville and Fayetteville).

114 In this paper we describe the payload of the NOAA WP-3D, describe the locations of
115 the SENEX flights, show inter-comparisons used to evaluate the measurements and
116 describe an example flight to showcase the measurement strategies that were used during
117 SENEX.

118

119 **2. NOAA WP-3D aircraft**

120 The two NOAA WP-3D aircraft have been used in air quality and climate related
121 airborne field campaigns since 1994. The NOAA WP-3D carried its maximum payload of
122 3600 kg of scientific equipment during SENEX and 4-6 scientists. The aircraft has a range
123 of 3000 km and a ceiling of about 7600 m. During SENEX the highest altitude was about
124 6400 m due to the heavy payload. Flight duration was typically around 7 hr, and the
125 majority of the flights were conducted in the daytime boundary layer approx. 0.5 km
126 above ground level. A picture of the aircraft taken during SENEX is shown in Figure 1.

127 The WP-3D was equipped by the NOAA Aircraft Operations Center (AOC) flight
128 facility with instruments detailing the position and motion of the aircraft as well as many
129 meteorological parameters such as 3D wind speed and direction, ambient, potential and



130 dew point temperatures, water vapor mixing ratios, pressure and sea surface temperature.
131 A list of the most commonly used aircraft-provided parameters and their uncertainties is
132 given in Table 1.

133

134 **3. NOAA WP-3D SENEX flight summaries**

135 During SENEX a total of 20 research flights were conducted; of those, two were test
136 flights from Tampa, Florida and two were the transfer flights between Tampa, FL and
137 Smyrna, TN. All of the flights, including the test and transfer flights, addressed multiple
138 science goals. All the SENEX flight tracks are shown in Figure 2 on a map of the Southeast
139 US that also shows most of the larger point sources in the region. Twelve daytime, three
140 nighttime and five shale gas region flights (Marcellus, Haynesville and Fayetteville shale)
141 were conducted to answer the major SENEX science questions. The flight tracks in Figure
142 2 are color-coded by those three categories and details about each flight can be found in
143 Tables 2, 3, and 4, where a short description of the flight, the investigated emission
144 sources, and the coordinating activities are listed.

145

146 **4. NOAA WP-3D SENEX chemical and aerosol instrumentation**

147 The WP-3D instrumentation payload on the WP-3D was specifically designed to
148 provide the necessary measurements to answer the SENEX science questions. The
149 instrumentation included a wide variety of gas and aerosol-phase measurements. A
150 schematic drawing of the payload of the WP-3D is shown in Figure 1b. All the instruments
151 for aerosol phase measurements are listed in Table 5 and for gas phase measurements in
152 Table 6 together with their measurement technique, accuracy and precision, sample
153 interval, and a reference to a publication describing the respective instrument in detail.
154 Overall 22 different instruments were installed on the NOAA WP-3D with a total power
155 consumption of 40 A (110V, 400 Hz 3 phase), 130 A (110V, 400 Hz), 40A (110V 60 Hz),
156 and 42 A (28 V DC). Most instruments were mounted inside the fuselage, but two
157 instrumented wingpods added significant scientific payload capacity including 72 whole-
158 air canister samples, a carbon monoxide (CO) analyzer and the fine particle counter to add
159 significant scientific payload capacity. Four to six scientists were on board during each
160 flight to monitor all the instruments and adjust the flight plans to current meteorological



161 conditions as needed. During the flights, selected aircraft and instrument data were
162 streamed to the ground and could be monitored in near real time on a website for
163 situational awareness for all SONGNEX scientists.

164 A detailed description for each instrument can be found in the SI; in the following
165 two paragraphs the instrument name and measurement technique are given and in Tables
166 5 and 6, accuracy, precision, sample interval and literature reference are listed in addition.

167 Aerosol-phase measured parameters were: (1) the particle (0.004-8.3 μ m) number,
168 size and volume with parallel condensation particle counters (CPCs) and white and laser
169 light scattering, (2) sub-micrometer extinction and absorption of dry, humidified, and
170 thermodenuded aerosol at three wavelengths spanning the visible with a cavity ringdown
171 aerosol extinction spectrometer (CRD) and a photoacoustic aerosol absorption
172 spectrometer (PAS), (3) the non-refractory submicron aerosol composition of organics,
173 sulfate, nitrate, ammonium and chloride with an aerosol mass spectrometer (AMS), (4)
174 cloud condensation nuclei (CCN) and supersaturation, (5) accumulation-mode refractory
175 black carbon (rBC) mass content of single particles with an SP2. Most of the aerosol
176 instrumentation was connected to a low turbulence inlet (LTI) (Wilson et al., 2004), which
177 slows down the sample flow from aircraft speeds to 5 m/s generating minimal turbulence
178 and improving particle transmission.

179 Gas-phase measurements were: (1) the greenhouse gases carbon dioxide (CO₂) and
180 methane (CH₄) with wavelength scanned cavity ringdown spectroscopy, (2) two
181 measurements of nitric oxide (NO) and O₃, each measured by gas-phase
182 chemiluminescence (CL) and by cavity ringdown absorption spectroscopy (CRDS), three
183 measurements of nitrogen dioxide (NO₂), by UV photolysis and gas-phase
184 chemiluminescence (P-CL) and by CRDS and by airborne cavity enhanced absorption
185 spectroscopy (ACES), NO_y by gold-catalyzed thermal conversion and gas-phase CL, (3)
186 carbon monoxide (CO) with vacuum UV resonance fluorescence, (4) SO₂ with pulsed UV
187 fluorescence, (5) ammonia (NH₃), nitric acid (HNO₃), and two measurements of nitrous
188 acid (HONO), and formic acid (HCOOH) with chemical ionization mass spectrometry
189 (CIMS), and (6) the nighttime oxidants NO₃ and N₂O₅ with CRDS and CIMS. Various volatile
190 organic compounds (VOCs) were measured with several different techniques: (7)



191 oxygenates, aromatics, isoprene, monoterpenes and acetonitrile with Proton-Transfer-
192 Reaction Mass Spectrometry (PTR-MS); (8) hydrocarbons, halocarbons and a few selected
193 oxygenates from canister samples and post-flight GC-MS analysis (iWAS/GCMS); (9)
194 formaldehyde with the In Situ Airborne Formaldehyde (ISAF) using laser induced
195 fluorescence (LIF); (10) glyoxal with ACES; (11) organic and inorganic acids by UW-TOF-
196 CIMS; and (12) peroxyacyl nitrates PANs and nitryl chloride (ClNO_2) with a separate CIMS.
197 In addition up and down welling photolysis rates (j_{NO_2} and j_{O_3}) were measure with filter
198 radiometers.

199

200 5. Inter-comparison of Duplicate Measurements on the WP-3D

201 Some parameters were measured by more than one instrument on the WP-3D,
202 giving opportunities for inter-comparisons and the results are described in the following.

203 Three instruments measured NO_2 : P-CL, CRDS, and ACES. The agreement between
204 CRDS and ACES with the standard P-CL technique, as shown in Figure 3, was on average
205 6% and 10% and the measurements were correlated with a linear correlation coefficient
206 (R^2) of 0.99 and 0.93, respectively. The agreement is within the combined uncertainties,
207 given in Table 6, for CRDS and just outside for ACES and P-CL. Two instruments measured
208 ozone: P-CL and CRDS and the inter-comparison is also shown in Figure 3. The ozone
209 measurements correlated with R^2 of 0.96 and agreed on average within 8%, which is
210 within the combined measurement uncertainties of the two instruments as given in Table
211 6. All the data for the whole campaign were included for this inter-comparison using 1-
212 second ozone data; NO_2 data were averaged to the 5-second ACES time resolution. Two
213 instruments measured NO : CL and CRDS, with the CRDS data subject to an optical
214 instability that degraded the detection limit during this campaign. The large majority of
215 the data were below this degraded detection limit, and therefore the inter-comparison
216 was not included here.

217 Several VOCs were measured on the WP-3D with both the PTR-MS and with
218 iWAS/GCMS. As an example the isoprene time series for the flight on June 29, 2013 is
219 shown for both instruments in Figure 4. For the purpose of this comparison, the PTR-MS
220 data are averaged over an interval that starts 10 s before and stops 10 s after the canister
221 filling time to ensure at least one PTR-MS data point was used in the comparison. Isoprene



222 has a very high variability in the boundary layer, due to its short lifetime and high
223 emissions. This variability and imperfect time alignment causes a large part of the scatter
224 observed in Figure 4. The scatter plots for the inter-comparison of isoprene and other
225 VOCs are shown in Figure 4 as well. The comparison had slopes between 0.64-1.45, which
226 is just within the combined uncertainties of the two instruments given in Table 6, and R^2
227 of 0.5 or higher. The iWAS/GCMS was deployed during SENEX for the first time and some
228 instrument issues occurred, causing some degradation of the data quality compared to
229 previous inter-comparisons (de Gouw and Warneke, 2007; Warneke et al., 2011). More
230 details on the instrument performance during SENEX, the inter-comparison and the
231 stability of VOCs, especially oxygenates, in canisters can be found in Lerner et al. (2015).

232 Two instruments measured formic acid (HCOOH): the HNO_3 -CIMS and the
233 University of Washington high-resolution time-of-flight chemical ionization mass
234 spectrometer (UW HR-ToF-CIMS) and their comparison is shown in Figure 5. The time
235 series shows results from one individual flight and the scatter plot shows all data from the
236 campaign, where the color code indicates the individual flights. The comparison using all
237 the data has a slope of 1.03 and R^2 of 0.80, while the slopes of individual flights ranged
238 from 1.40 to 0.66 with R^2 always higher than 0.91. The reason for the flight-to-flight
239 variability in their agreement is yet unknown. The output of the continuously added ^{13}C
240 formic acid permeation device – to which the UW HR-ToF-CIMS instrument sensitivity was
241 referenced (see SI) – may have contributed to the variability of the reported formic acid
242 mixing ratio between flights, because an independent method of quantification of its
243 output was not available (Veres et al., 2010). Cross calibrations were not conducted
244 between the two instruments during the campaign and therefore do not allow direct
245 comparisons of instrument sensitivity on a flight-to-flight basis. Nevertheless, the
246 variability between the two measurements is within the combined uncertainties of the
247 two instruments ($\pm 20\%$ for HNO_3 -CIMS and $\pm 50\%$ for UW HR-ToF-CIMS).

248 During the night flights two instruments measured ClNO_2 : the UW HR-ToF-CIMS
249 and the PAN-CIMS and N_2O_5 was measured with the UW HR-ToF-CIMS and CRDS. The
250 comparison is shown in Figure 6 as time series and scatter plots for the flight on
251 07/03/2013. The slopes are 1.19 and 0.91 and the R^2 0.74 and 0.92, respectively. For
252 small signals such as ClNO_2 , the signal to noise of the UW HR-ToF-CIMS is aided by its



253 ability to distinguish isobaric contaminants from halogen containing molecules, which
254 have a distinct mass defect (Kercher et al., 2009; Lee et al., 2014). The scatter plot displays
255 some non-linearity and the N_2O_5 is just outside the range of a previous comparison (Chang
256 et al., 2011), but the results are within the combined uncertainties of the instruments
257 given in Table 6.

258 Figure 7 shows the NO_y budget for all the individually measured NO_y species
259 compared to the measured total NO_y for the NOAA WP-3D flight on June 16, 2013. Aerosol
260 nitrate might contribute about 2% to the sum. This assumes a quantitative sampling and
261 conversion of aerosol nitrate. This is likely not the case and NO_y from aerosol nitrate is
262 likely an upper limit and the data are shown with and without the potential aerosol
263 contribution. The highest mixing ratios of NO_y are observed in power plant plumes, where
264 most NO_y consists of NO_x . For a more detailed comparison the $\text{NO}_z (= \text{NO}_y - \text{NO}_x)$ budget is
265 shown in Figure 7 as well. The power plant plumes were removed for this comparison,
266 because the time resolution and the accuracy of NO_y and NO_x are not high enough to
267 calculate small differences in NO_z during these periods with very high NO_x mixing ratios.
268 On this flight the sum of individually measured NO_y constituents was roughly 90% of the
269 total measured as NO_y , similar to the whole campaign NO_y budget. The unmeasured NO_y
270 outside power plants was about 25% (or 15%, when including aerosol nitrate). This
271 missing fraction may be comprised largely of organic nitrates derived from the oxidation
272 of isoprene and monoterpene (Lee et al., 2014).

273 The aerosol volume derived from the chemical composition data (AMS and SP2)
274 was compared to the volume derived from the measured size distributions, following
275 Middlebrook et al. (2012). All of these measurements sampled aerosol downstream of a 1
276 micron impactor. For each 10-s AMS measurement, the composition-derived volume was
277 calculated by adding the average rBC mass from the SP2 instrument to the AMS total
278 aerosol mass and dividing it by the density estimated from the AMS and BC composition.
279 The mass-weighted density (ρ) was calculated using $\rho_{\text{org}} = 1.25 \text{ g cm}^{-3}$ (Cross et al., 2007;
280 Kiendler-Scharr et al., 2009; Zelenyuk et al., 2008), $\rho_{\text{inorg}} = 1.75 \text{ g cm}^{-3}$ (primarily dry
281 ammonium sulfate, (Perry and Green, 1997)), and $\rho_{\text{BC}} = 1.8 \text{ g cm}^{-3}$ (Park et al., 2004), for
282 organic mass, inorganic mass, and BC, respectively. The measured AMS lens transmission
283 curve (Bahreini et al., 2008) was applied to the particle number distributions to account



284 for particle transmission losses in the AMS lens before calculating the volume from the
285 size distributions, which were also averaged over the AMS sampling time. For this field
286 project, the fraction of aerosol volume behind the 1 micron impactor that was transmitted
287 into the AMS instrument by the lens was on average 99% with a minimum of 92%.

288 The composition-derived volume was then plotted against the volume calculated
289 from the size distributions for each flight with available data. Resulting slopes are depicted
290 in Figure 8 as a function of flight date color coded with the linear correlation coefficient R^2 .
291 The grey bands indicate the overall combined 2σ uncertainty of $\pm 60\%$ (Bahreini et al.,
292 2009; Brock et al., 2011; Schwarz et al., 2006). The volumes from most of the flights agree
293 within this combined uncertainty and with R^2 values between 0.62 to 0.98, indicating that
294 most of the aerosol in the AMS lens transmission size-range was composed of non-
295 refractory material and black carbon. Only the slopes for flights on 29 June 2013 was
296 outside the uncertainty band. We note that rBC only contributed 1% on average to the
297 total accumulation mode mass, and in 1-min averages only exceeded 3% less than 1% of
298 the time during SENEX.

299 On June 29, 2013 the NOAA WP-3D and the NSF NCAR C-130 did coordinated wing-
300 to-wing flight legs in the free troposphere and the boundary layer for an inter-comparison
301 in southern Tennessee and northern Alabama with a duration of just over one hour.
302 Several over-flights over the SOAS ground site in Centreville were performed during
303 SENEX. Results of the platform inter-comparisons will not be presented here.

304

305 **6. Example Flight on 16 June 2013 near Atlanta, GA**

306 Results from the SENEX research flight on 16 June 2013 are presented here to
307 demonstrate the strategy used to address many of the SENEX science questions such as
308 the determination of anthropogenic and biogenic emissions, and the subsequent
309 atmospheric chemistry, transformation, and production of secondary species. Flights over
310 the shale gas regions will not be discussed here, but calculations of the methane emission
311 fluxes from the three shale gas regions can be found elsewhere (Peischl et al., 2015; Yuan
312 et al., 2015). The major goal of the 16 June 2013 flight was to investigate the Atlanta urban
313 plume and the Scherer and Harllee Branch power plant plumes as they were transported
314 over heavily forested areas in Georgia with strong biogenic emissions.



315

316 6.1 Anthropogenic, biogenic and point source emissions

317 Figure 9a shows the WP-3D flight track over Atlanta and surrounding areas color-
318 coded by NO_y on top of a map showing anthropogenic emission sources, which are the
319 urban areas and point sources: power plants, landfills, paper mills and coal mines. Other
320 point sources studied that are not shown on this map include bio-fuel refineries (de Gouw
321 et al., 2015a). The point sources are sized by their respective emission strengths or
322 capacity. The flight included eight tracks perpendicular to the wind direction (numbered
323 0-7 in Figure 9a): one upwind of Atlanta, three over the metro area and four downwind.
324 The flight tracks were set such that the distance between each leg represents about 1 hour
325 of transport at the prevailing wind speed and also such that many of the point source
326 plumes were intercepted.

327 Figure 10 shows results for the intercepts of such point source plumes. In Figure
328 10a the methane measurements along transect 4 downwind of the Pine Bluff landfill in
329 Georgia are shown. Landfills are an important source of methane in the US, but they do not
330 emit many other compounds and indeed methane was the only species measured aboard
331 the WP-3D payload that showed a detectable enhancement in the plume. The forested
332 Southeast US is heavily managed for large-scale wood and wood products and therefore
333 has a large density of pulp and paper mills. Pulp and paper mills use a significant amount
334 of energy, which they often produce partially on site. For example the investigated facility
335 has four steam producing boilers at close to 80 MWh that mainly burn coal, natural gas, oil
336 and wood/bark waste biomass. The power production results in emissions of the
337 combustion species NO , NO_2 , CO , SO_2 and CO_2 (only NO is shown in Figure 10b). The paper
338 mill plumes were intercepted on transect 0 during this flight. High mixing ratios of
339 monoterpenes, methanol and acetaldehyde were also observed downwind of those
340 facilities (Figure 10b).

341 U.S. urban emissions, and therefore urban mixing ratios of many air pollutants have
342 decreased significantly over the last few decades (Dallmann and Harley, 2010; Emmons et
343 al., 2015; von Schneidemesser et al., 2010; Warneke et al., 2012). For example, Warneke et
344 al. (2012) analyzed 50 years of ambient measurements and found that VOCs and CO have
345 decreased at an annual rate of about 7.5% in Los Angeles, CA. Blanchard et al. (2015)



346 analyzed Southeastern Aerosol Research and Characterization (SEARCH) network data
347 and found downward trends in ambient carbon monoxide (CO), sulfur dioxide (SO₂), and
348 oxidized nitrogen species (NO_y) concentrations averaged 1.2 ± 0.4 to $9.7 \pm 1.8\%$ per year
349 from 1999 to 2010. The NOAA WP-3D flew over Atlanta, GA during SOS (Southern Oxidant
350 Study 1999) on 6 July 1999 and the results are shown in Figure 11 and are compared to
351 the SENEX 16 June 2013 data. These two days were comparable in meteorological
352 conditions with wind speeds around 4 m/s, temperatures around 26 degrees C in the
353 boundary layer, and boundary layer heights of about 1.6 km on 6 July 1999 and 1-1.2 km
354 on 16 June 2013. The flight track on top of the map color coded with 1999 NO_y shows
355 qualitatively that the pollution was more intense and widespread. The time series of CO
356 and NO_y for the two flights in Figure 11 are consistent with significant emissions decreases
357 between 1999 and 2013. It is expected that the comparison between the 1999 and 2013
358 airborne data sets will provide important insights and evidence to answer the main
359 science questions from SENEX.

360

361 6.2 Coal and natural gas fired power plant plumes

362 During SENEX several power plant plumes were sampled. Figure 12 shows the
363 flight track from the 22 June 2013 over Atlanta that included transects downwind of the
364 coal fired Bowen and the natural gas combined cycle McDonough power plants. The
365 emission intensities of these two different kinds of power plants are very different;
366 combined cycle natural gas power plant have much lower CO₂, SO₂ and NO_x emissions per
367 unit energy produced than coal fired power plants (de Gouw et al., 2014). The Bowen
368 power plant produced 3.3 TWh and McDonough 4.7 TWh in the 1st quarter of 2013.
369 According to the continuous emissions monitoring systems (CEMS) monitoring data,
370 during the 1st quarter of 2013 the Bowen power plant emitted 930 g/kWh CO₂, 0.20
371 g/kWh SO₂ and 0.56 g/kWh NO_x, while McDonough emitted 360 g/kWh CO₂, 0.0019
372 g/kWh SO₂ and 0.018 g/kWh NO_x. These large differences in emission intensities are
373 clearly reflected in the enhancements measured in the downwind transects shown in
374 Figure 12. In the Bowen power plant plume about 20 ppmv CO₂, 5 ppbv NO_y and 4 ppbv
375 SO₂ enhancements were observed, while the McDonough plume had only about 5 ppmv of
376 CO₂ enhancement and SO₂ and NO_y were not measurably enhanced above background. To



377 account for the different dilutions during transport (5km distance for Bowen and 10 km
378 for McDonough at about 3m/s average wind speed) enhancement ratios need to be
379 considered. In the Bowen plume 0.24 ppb/ppm of NO_y/CO₂ and 0.13 ppb/ppm of SO₂/CO₂
380 were measured. Because no enhancements in the McDonough plume were seen,
381 enhancement ratios cannot be determined, but using a S/N=2 the upper limit for
382 enhancement ratios in the McDonough plume are 0.06 ppb/ppm for of NO_y/CO₂ and 0.11
383 ppb/ppm for SO₂/CO₂ are determined. This shows that the NO_y and SO₂ enhancements in
384 the gas fired McDonough plant are clearly smaller than in the coal fired Bowen plant. In
385 addition to investigating emissions from the power plant plumes as was shown here, the
386 emissions of those power plants mix with the large emissions of isoprene in this area as
387 can be seen in Figure 9. This provides an ideal case for studying the interactions between
388 natural and anthropogenic emissions. The chemistry of isoprene, OH, formaldehyde and
389 NO_x in power plant plumes and other areas during SENEX will be described in detail
390 elsewhere (de Gouw et al., 2015b; Kaiser et al., 2015; Wolfe et al., 2015).

391

392 6.3 Modeling Support for SENEX

393 Figure 13 shows example results from one of the modeling tools that is available
394 for analysis of the SENEX results, the Lagrangian particle dispersion model FLEXPART
395 (Stohl et al., 2005). From locations along the flight tracks, 20,000 particles were released
396 in the model and tracked for 10 days backward in time. The model outputs the residence
397 time of the particles in a volume such as the surface layer. By multiplying the footprint
398 with gridded emission fluxes the model calculates the mixing ratio of the emitted species
399 at the location of the aircraft. All species are considered as conserved tracers; the model
400 does not contain chemical transformations, but it does keep track of the time since
401 emission. As an example, Figure 13 a and b show the time series of FLEXPART NO_y
402 (accumulating emissions from the previous 48 hours) together with the flight track color
403 coded with NO_y. Comparing the modeled and measured NO_y in Figure 13a and Figure 9, it
404 can be seen that the model reproduces the time series qualitatively, including the broader
405 features and the power plant plume encounters. The very high mixing ratios in the narrow
406 power plant plumes are underestimated in the model (the plumes are too narrow for the
407 model resolution). The footprint map for a point along the last flight track downwind of



408 the Harlee Branch power plant plume is shown in Figure 13c showing that the mixing
409 ratios at this point along the flight track will have the highest contribution from the
410 immediate upwind area that includes the Harlee Branch power plant, just as expected.
411 But there was also a significant contribution to the mixing ratios from long-range
412 transport from the Northeast US. Other available FLEXPART model outputs include CO,
413 biomass burning CO, SO₂, isoprene and monoterpenes. Besides FLEXPART other models
414 are (or will be) also available including the NOAA AM3 model
415 (<http://esrl.noaa.gov/csd/projects/senex/>), an MCM-based 0-D box model (Wolfe et al.,
416 2015) and WRF-Chem (Weather Research and Forecasting with Chemistry) simulations.

417

418 7. Summary

419 The Southeast Atmosphere Study (SAS) was a large collaborative and community
420 effort to understand the air quality and climate issues in the Southeast United States. This
421 paper provides a summary of the experimental setup for the NOAA-led SENEX study,
422 which was an important component of the SAS. The NOAA WP-3D aircraft capabilities, the
423 payload, instrument descriptions, inter-comparisons and flight locations and goals are
424 described in detail in this paper. The flight on 16 June 2013 in the Atlanta area was
425 described in some detail to demonstrate the strategies used during SENEX to study the air
426 quality and climate relevant interactions of biogenic and anthropogenic emissions in the
427 Southeast, which was one of the main foci of the SAS study.

428

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433 measurements. Participation of ISAF was enabled by US EPA Science to Achieve Results
434 (STAR) program grant 83540601.

435



436 **Tables**

437

438 **Table 1:** Standard NOAA WP-3D provided parameters

439

Aircraft Parameters	Technique	Units	Uncertainty
aircraft position	GPS latitude	deg	±16m
	GPS longitude	deg	±16m
	GPS altitude	m	±16m
	pressure altitude	m	±10m
	radar altitude above ground	m	±15m or 1-2%
aircraft meteorology	ambient temperature	deg C	±0.5C
	dew point temperature	deg C	±0.5C
	TDL dew point temperature	deg C	5%
	H ₂ O mixing ratio*	g/kg	5%
	potential temperature	deg K	±0.5K
	relative humidity*	%	±5%
	static pressure	mb	±2.2mb
	vertical wind speed	m/s	±0.5m/s
	wind direction	deg	5 deg
wind speed	m/s	1 m/s	
aircraft miscellaneous	attack angle	deg	±0.2 deg
	cabin pressure	mb	N/A
	ground speed	m/s	±3.4m/s
	heading	deg	±0.5 deg
	pitch angle	deg	±0.05 deg
	roll angle	deg	±0.05 deg
	slip angle	deg	±0.2 deg
	true air speed	m/s	±0.5 m/s

440 * H₂O mixing ratio and relative humidity are derived from dew point temperature

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442 **Table 2:** Flight descriptions for the NOAA WP-3D daytime flights in the SE US
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Flight Date in 2013	Day of the week	Description	Investigated Emission Source
5/29	Wednesday	Testflight in Florida Jacksonville St John's River	biogenic urban power plant
5/31	Friday	Testflight in Florida Jacksonville St John's River	biogenic urban power plant
6/03	Monday	Transfer Tampa to Smyrna Birmingham EC Gaston, Johnsonville, Cumberland, Colbert Centreville spiral	urban power plant coal mine
6/11	Tuesday	Centreville Birmingham west to east EC Gaston	urban power plant
6/12	Wednesday	Atlanta west to east Scherer, Bowen, Yates, Wansley, Harlee Branch	urban power plant
6/16	Sunday	Atlanta southwest to northeast on weekend Scherer, Bowen, Yates, Wansley, Harlee Branch paper mills, landfills poultry farming	urban power plant point sources agriculture
6/18	Tuesday	Aborted flight, circled over Franklin	
6/22	Saturday	Birmingham and Atlanta west to east Centreville EC Gaston coal mines, land fills, paper mills	urban power plant point sources
6/23	Sunday	Indianapolis biogenic/landscape emission change Johnsonville, Cumberland	urban biogenic power plant
6/29	Saturday	Centreville C-130 inter-comparison Birmingham James H Miller Jr, EC Gaston	urban power plant
7/05	Friday	Ozarks St Louis Archer Daniels Midland biofuel refinery	biogenic urban point source
7/10	Wednesday	Transfer flight Smyrna to Tampa coal mines, paper mill hog farming	point sources agriculture

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447 **Table 3:** Flight descriptions for the NOAA WP-3D nighttime flights in the SE US
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Flight Date in 2013	Day of the week	Description	Investigated Emission Sources
6/19	Wednesday	Atlanta day into night Missed approaches step profile in aged Atlanta plume	urban
7/02	Tuesday	Birmingham north to south Centreville JH Miller, EC Gaston, Gorgas, US Steel, Greene County	urban power plants
7/03	Wednesday	New Madrid, White Bluff agricultural fire	power plants biomass burning

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Table 4: Flight descriptions for the NOAA WP-3D flights in shale gas regions

Flight Date in 2013	Day of the week	Shale Play	Additional Investigated Emission Sources
6/10	Monday	Haynesville	
6/25	Tuesday	Haynesville	
6/26	Wednesday	Fayetteville	Biogenics in Ozarks Independence power plant
7/06	Saturday	Marcellus	
7/08	Monday	Fayetteville	New Madrid power plant

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456 **Table 5:** Aerosol instrumentation on the NOAA WP-3D during SENEX
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Measurement	Name/Technique	Accuracy	Precision	Sample Interval	Reference
Low turbulence inlet	LTI: decelerating inlet to provide sample air to aerosol instruments in fuselage	N/A	N/A	N/A	(Wilson et al., 2004)
Size distributions fine (0.004-1 μ m) and coarse (1-8.3 μ m)	parallel CPCs, and white and laser light scattering			1s	(Brock et al., 2011; Brock et al., 2000)
Cloud condensation nuclei (CCN) and supersaturation	CCN: Continuous-flow streamwise thermal-gradient CCN counter with scanning flow CCN analysis	10% 0.04% super-saturation	10 CCN cm ⁻³	30-60s	(Lance et al., 2006; Roberts and Nenes, 2005)
8 cell optical extinction (dry 405, 532, 662nm, 70% and 90% RH 532nm, thermodenuded 405 and 662nm)	CRD: Cavity ringdown aerosol extinction spectrometer	<2%	10% 0.1 Mm ⁻¹	1s	(Langridge et al., 2011)
5 cell optical absorption (dry 405, 532, 662nm, thermodenuded 405nm and 662nm)	PAS: Photoacoustic Absorption Spectrometer	10 %	1 Mm ⁻¹	1s	(Lack et al., 2012)
Refractory BC mass content of individual particles	SP2: Single-Particle Soot Photometer with laser-induced incandescence	30%	0.5 fg (0.08 μ m mass-equiv. diameter with 2 g/cc density)	1s	(Schwarz et al., 2008; Schwarz et al., 2010)
Non-refractory, submicron sulfate, nitrate, ammonium, organic and chloride mass concentrations	AMS: Aerosol Mass Spectrometer	50%	0.05, 0.07, 0.24, 0.36, and 0.05 μ g sm ⁻³ (study average)	10s	(Bahreini et al., 2009)
Cloud particle size distribution (0.6-50 μ m) (3-50 μ m) (50-6000 μ m)	Cloud probes: Laser light forward and back scattering Laser light forward scattering Droplet imaging probe			1s	(Lance et al., 2010)

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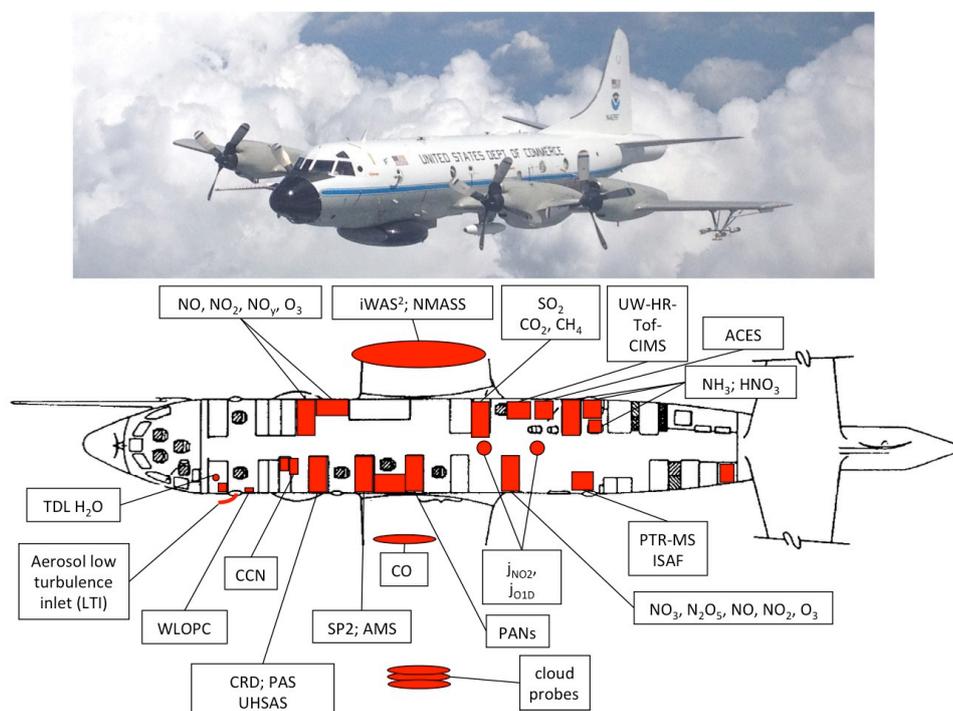
460 **Table 6:** Gas-phase instrumentation on the NOAA WP-3D during SENEX
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Measurement	Technique	Accuracy	Precision or Detec. Limit	Sample Interval	Reference
CH ₄ CO ₂	wavelength-scanned cavity ring-down absorption spectroscopy	0.07 ppm 1 ppb	0.11 ppm 0.4 ppb	1 s	(Peischl et al., 2012)
CO	vacuum UV resonance fluorescence	5%	0.5ppb	1 s	(Holloway et al., 2000)
SO ₂	pulsed UV fluorescence	20%	250ppt	1 s	(Ryerson et al., 1998)
NO NO ₂ NO _y O ₃	Gas phase chemiluminescence	3% 4% 12% 2%	10ppt 30ppt 40ppt 15ppt	1 s	(Pollack et al., 2010; Ryerson et al., 1998; Ryerson et al., 1999)
various VOCs	PTR-MS: proton transfer reaction mass spectrometer using H ₃ O ⁺ as reagent ion	25%	depending on signal and species	1 s every 17 s	(de Gouw and Warneke, 2007)
hydrocarbons, oxygenated VOCs	iWAS: whole air sampler with immediate GC-MS analysis	12-20% % %	4-7ppt ppt ppt	72/flight (3-8s)	(Gilman et al., 2009; Lerner et al., 2015)
HNO ₃ HCOOH HONO	HNO ₃ -CIMS: chemical ionization mass spectrometer with I ⁻ as reagent ion	20%+50ppt 20%+120ppt 40%+30 ppt	25 ppt 40 ppt 25 ppt	1 s	(Neuman et al., 2002; Neuman et al., 2003)
NH ₃	NH ₃ -CIMS: chemical ionization mass spectrometer with protonated acetone dimers as reagent ion	25%+(0.02-0.5) ppb (depending on flight)	0.02-0.07 ppb (depending on flight)	1 s	(Neuman et al., 2003; Nowak et al., 2007)
PAN PPN APAN ClNO ₂	PAN-CIMS: chemical ionization mass spectrometry with I ⁻ as reagent ion	0.04-0.05ppb 0.04-0.1ppb 0.01-0.02ppb 0.01-0.02ppb	0.01ppb 0.003ppb 0.006ppb 0.02ppb	2 s	(Osthoff et al., 2008; Slusher et al., 2004; Zheng et al., 2011)
various oxygenated VOCs ClNO ₂ N ₂ O ₅ alkyl nitrates	UW HR-ToF-CIMS: chemical ionization mass spectrometer with I ⁻ as reagent ion	50%	depending on signal and species	1 s	(Lee et al., 2014)
glyoxal NO ₂	ACES: cavity enhanced absorption spectroscopy	5.8% 5%	34 pptv 80 ppt	10s 5s	(Min et al., 2015; Washenfelder et al., 2011)
NO NO ₂ O ₃ NO ₃ N ₂ O ₅	CRDS: cavity ring-down absorption spectrometer	5% 5% 10% 20% 12%	1 ppbv 0.2 ppbv 0.2 ppbv 3 pptv 3 pptv	1 s	(Dube et al., 2006; Wagner et al., 2011)
HCHO	In Situ Airborne Formaldehyde (ISAF): laser induced fluorescence	10%	36ppt	1 s	(Cazorla et al., 2015; DiGangi et al., 2011; Hottle et al., 2009)
j _{NO2} and j _{O1D}	j-heads: filter radiometers	10%		1 s	

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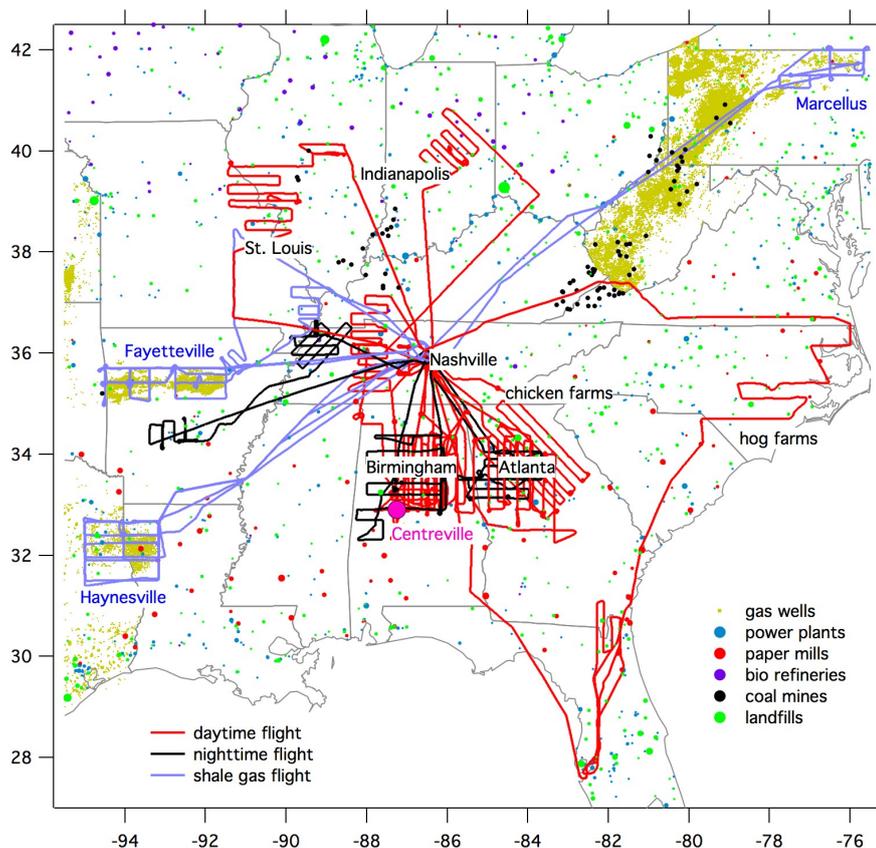


464 **Figures:**
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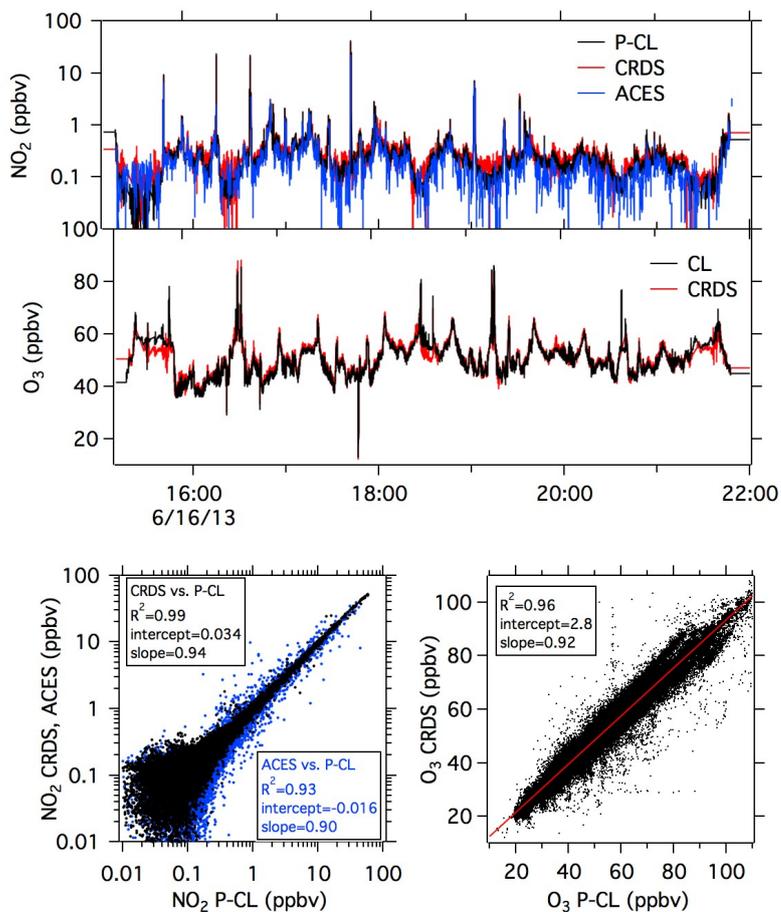
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Figure 1: NOAA WP-3D aircraft picture, payload and layout. The photo was taken during the inter-comparison flight with the NCAR C-130 by Lynne Gratz.



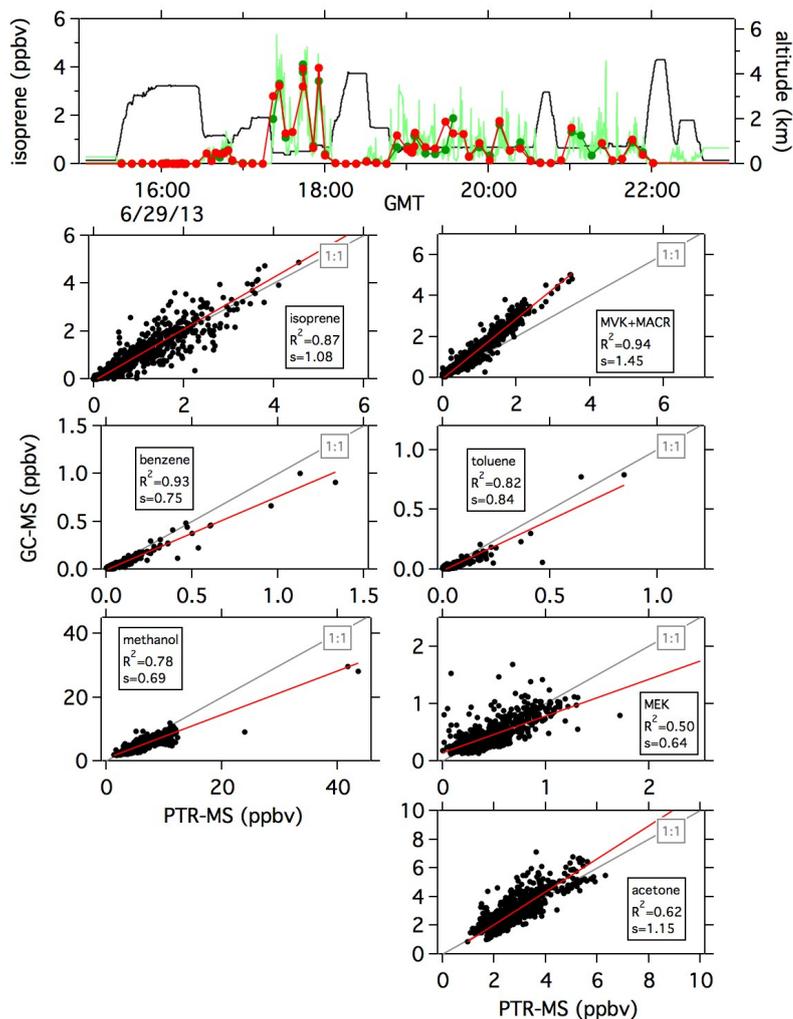
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Figure 2: NOAA WP-3D flight tracks for daytime, nighttime and shale gas flights during SENEX. The marker size for the power plants is the annual gross load, for the paper mills the capacity, for the bio refineries the biofuel production, for the coal mines the methane emissions, and for the landfills the methane emissions.



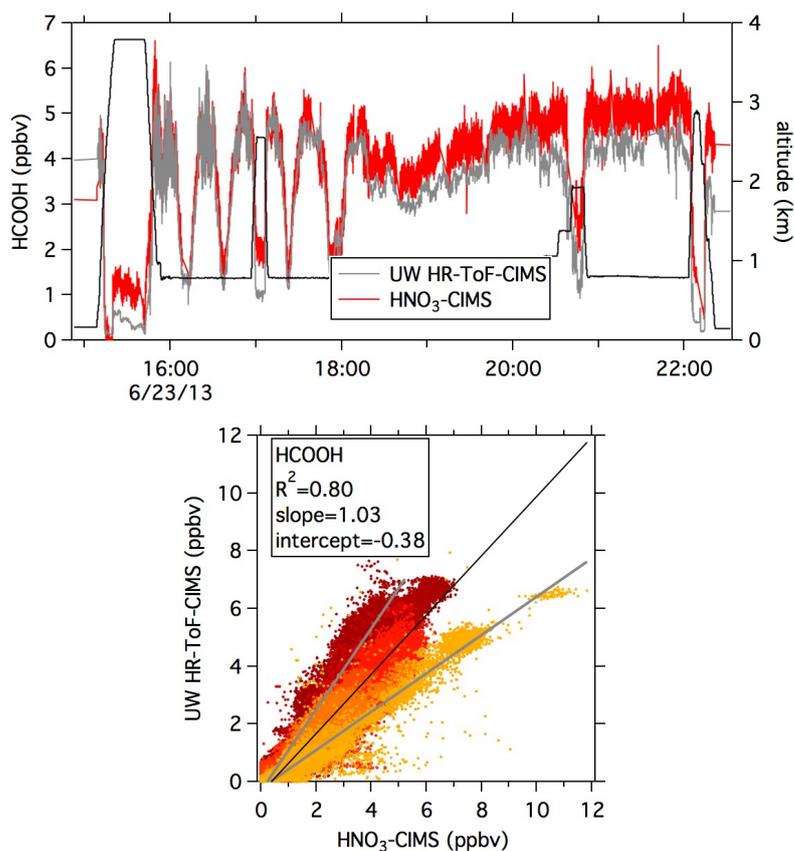
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Figure 3: NO₂ inter-comparison between P-CL, CRDS and ACES instruments and ozone inter-comparison between P-CL and CRDS.



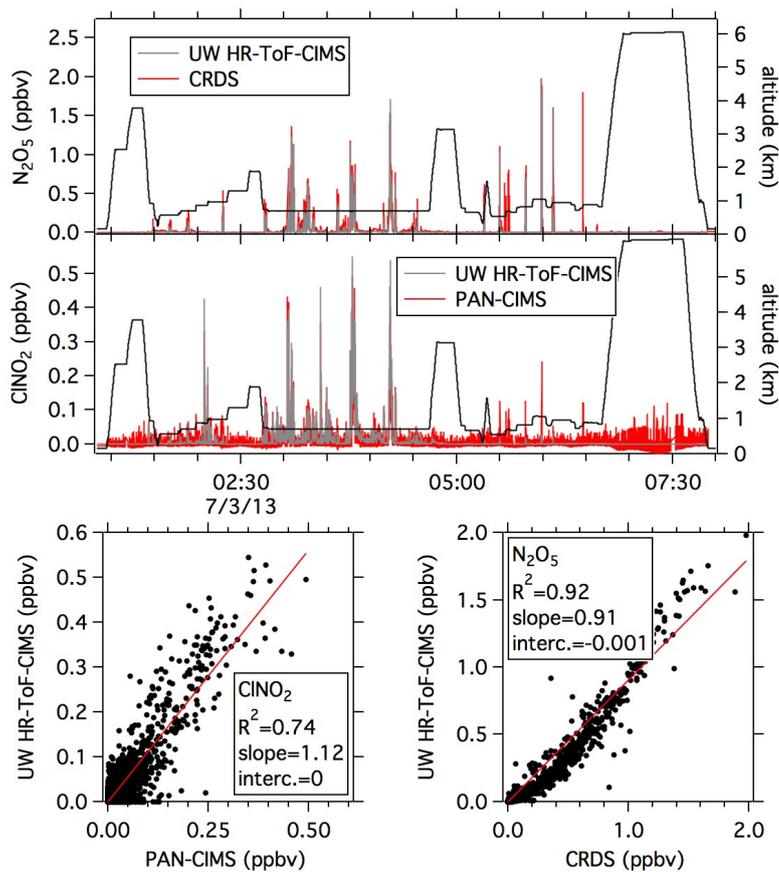
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Figure 4: Inter-comparison between PTR-MS and iWAS/GCMS.



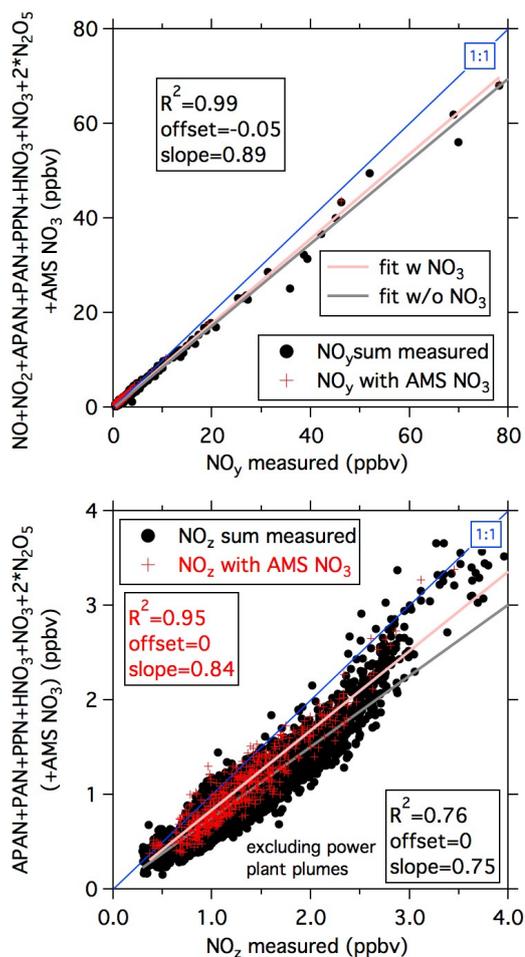
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Figure 5: HCOOH inter-comparison between the HNO₃-CIMS and the UW HR-ToF-CIMS as a time series for a selected flight and a scatter plot. The color code in the scatter plot indicates all the individual flights. The black line is a fit using all the data the grey lines fits for individual flights with the highest or lowest slope, respectively.



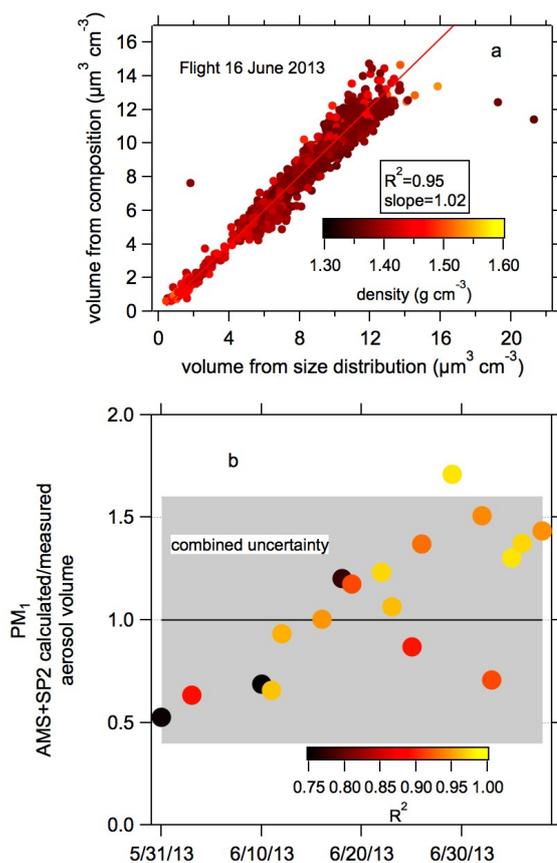
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Figure 6: Inter-comparison between the UW HR-ToF-CIMS of N_2O_5 with CRDS and $ClNO_2$ with the PAN-CIMS as time series and scatter plots for the nighttime flight on 3 July 2013.



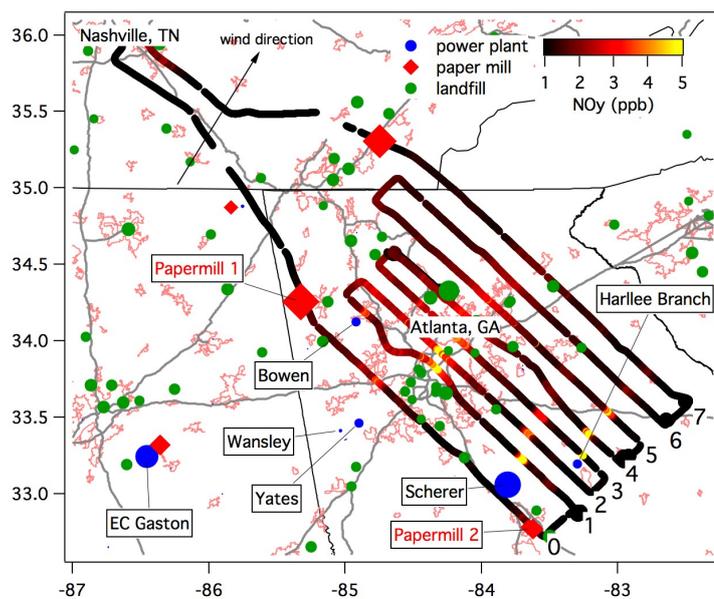
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Figure 7: NO_y and $\text{NO}_z (= \text{NO}_y - \text{NO}_x)$ budgets for the NOAA WP-3D flight on 16 June 2013 with and without aerosol nitrate.

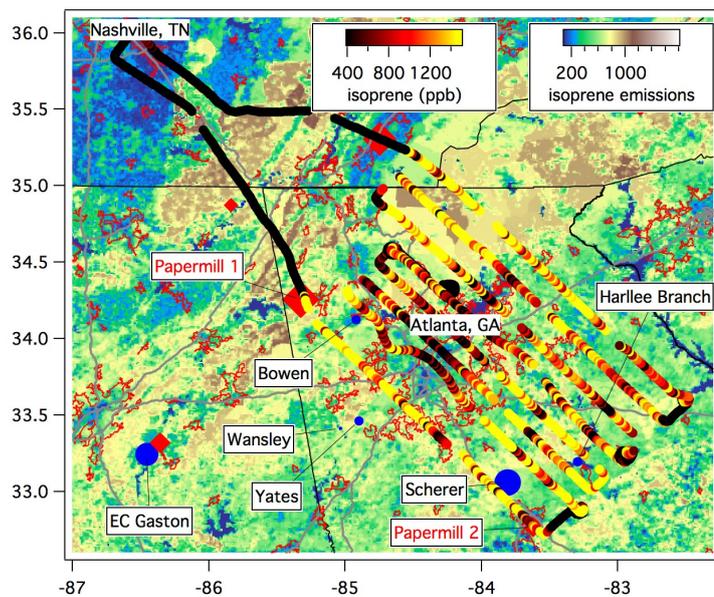


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Figure 8: The aerosol volume derived from the chemical composition data (AMS and SP2) was compared to the volume from the size distribution data (NMASS and UHSAS). (a) The correlation for the flight on 16 June 2013 color-coded by the density. (b) The slopes for all the flights color-coded by the respective correlation coefficient determined as shown in (a).



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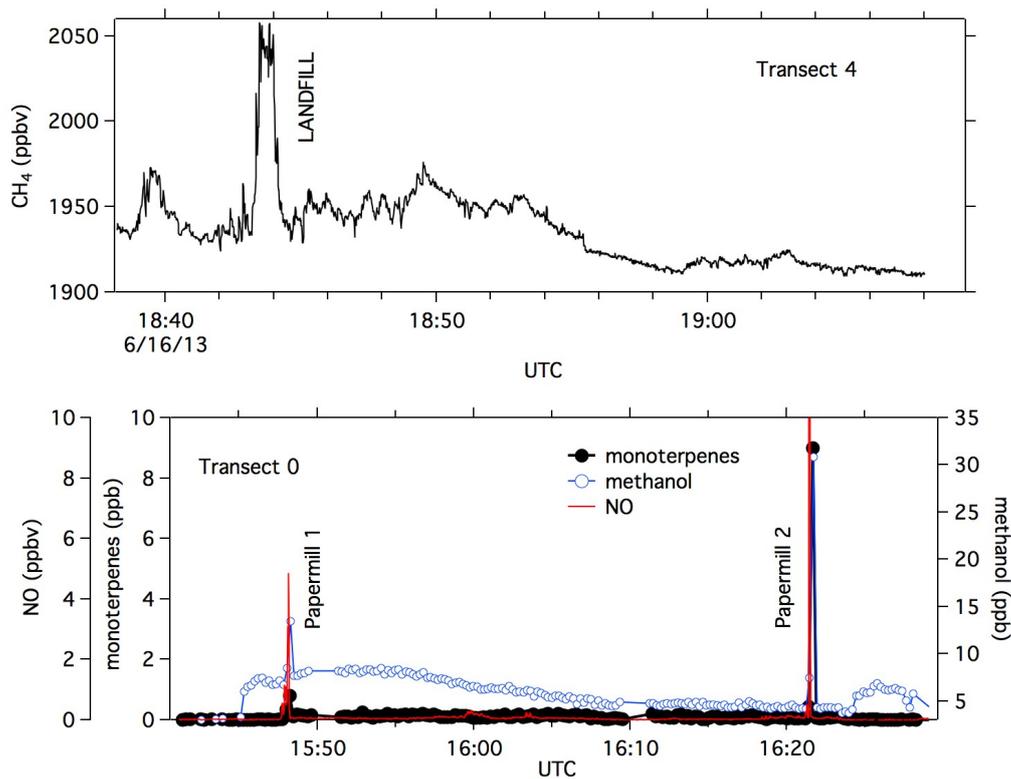
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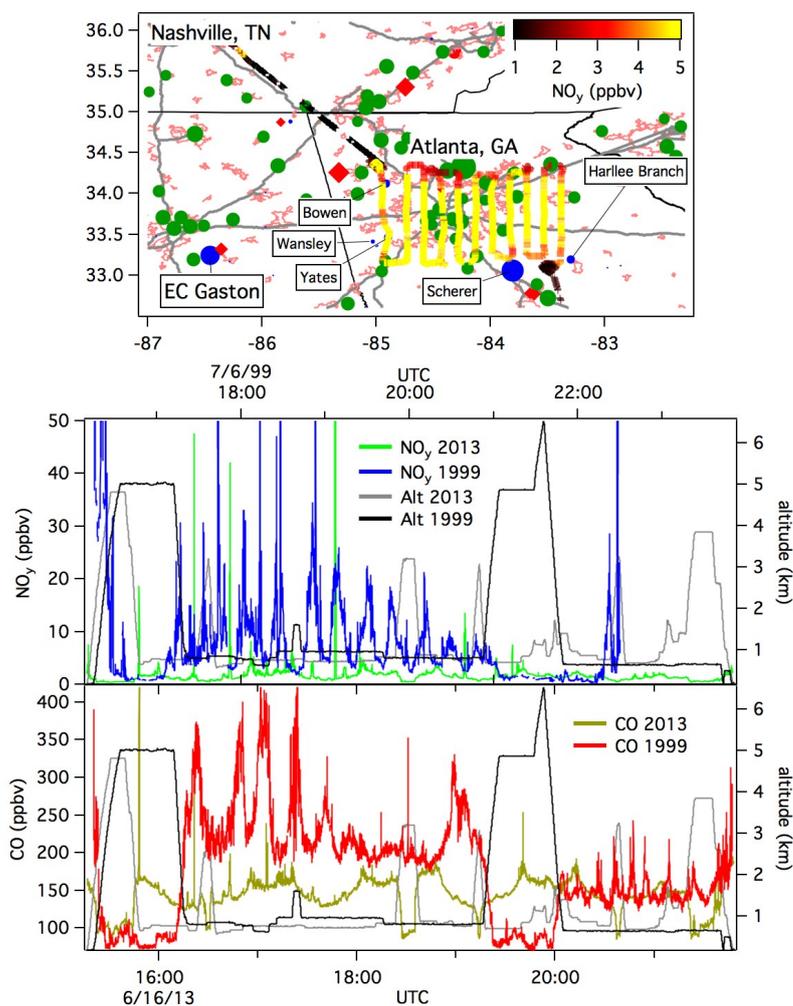
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Figure 9: The flight track of the NOAA WP-3D on June 16, 2013 over Atlanta, GA color coded with NO_y in the top panel and with isoprene on the bottom panel. The underlying maps show the point source emissions (power plants, paper mills and landfills) in the top panel and the isoprene emissions potential in the bottom panel.



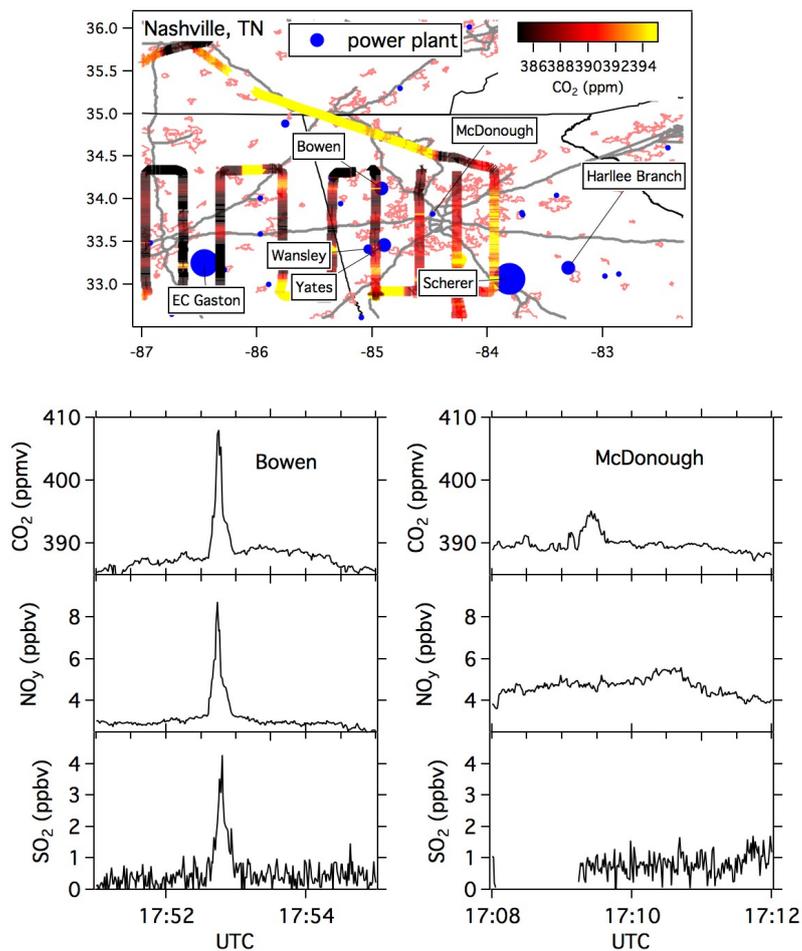
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Figure 10: Time series of two transects during the 16 June 2013 flight downwind of a landfill and two paper mills.



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Figure 11: The track of a flight on 6 July 1999 over Atlanta during the SOS99 campaign color-coded with the NO_y mixing ratio. Time series of the 16 June 2013 and the 6 July 1999 flights for NO_y and CO show that the mixing ratios over Atlanta have decreased significantly over the past 14 years.

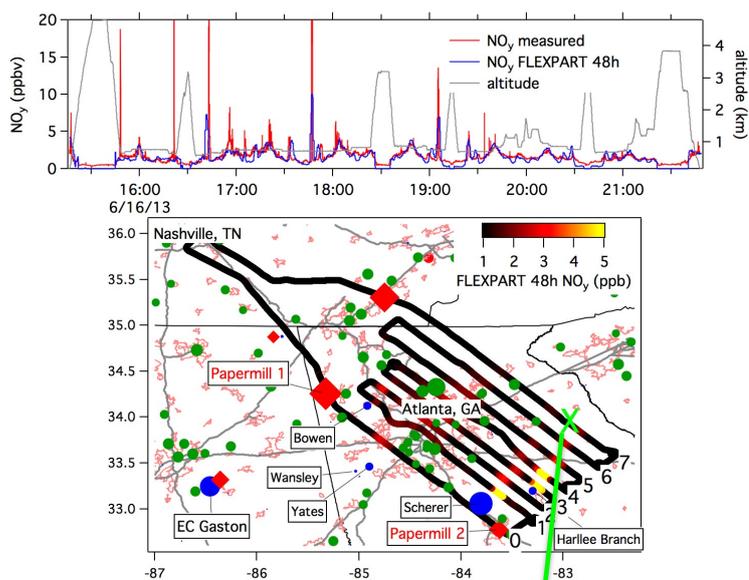


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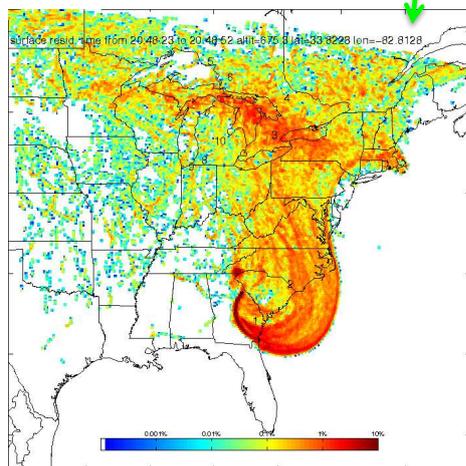
Figure 12: The track of a flight on 6 July 1999 over Atlanta during the SOS99 campaign color-coded with the NO_y mixing ratio. Time series of the 16 June 2013 and the 6 July 1999 flights for NO_y and CO show that the mixing ratios over Atlanta have decreased significantly over the past 14 years.



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Figure 13: FLEXPART model results: time series of NO_y with 48 hours of accumulation time, the flight track color-coded by modeled NO_y and the surface residence time for a point on the last transect downwind of the Harlee Branch power plant.

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