

# AirCore: The gold standard for evaluation of satellite retrievals

Colm Sweeney

Debra Wunch

**Jack Higgs**

Anna Karion

Tim Newberger

Sonja Wolter

Huilin Chen

Marc Fischer

Sebastien Biraud

Greg Osterman

NOAA/ESRL Boulder



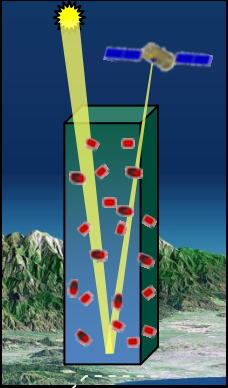
Questions?:

[Colm.sweeney@noaa.gov](mailto:Colm.sweeney@noaa.gov)

# Outline

- Why do we need AirCore measurements?
- What is new about the AirCore?
- Southern Great Plains (SGP) comparison
- Where are we going?

Satellite

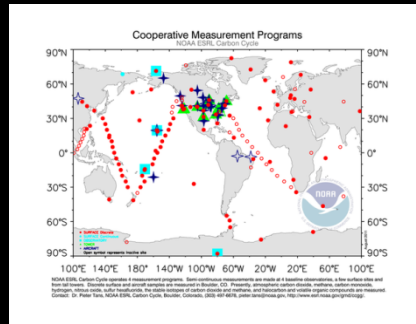


+

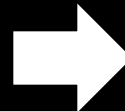


TCCON

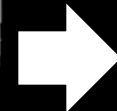
# Roadmap to fluxes



Global Network

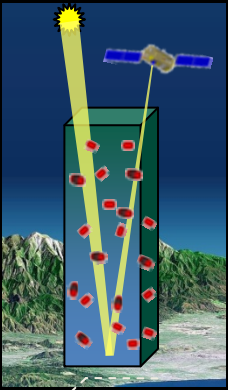


Model



**FLUXES**

Satellite



+

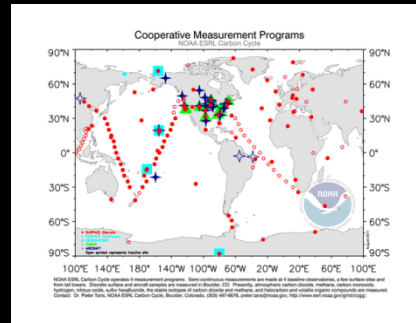


TCCON

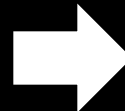


AirCore

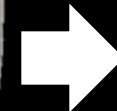
# Roadmap to fluxes



Global Network



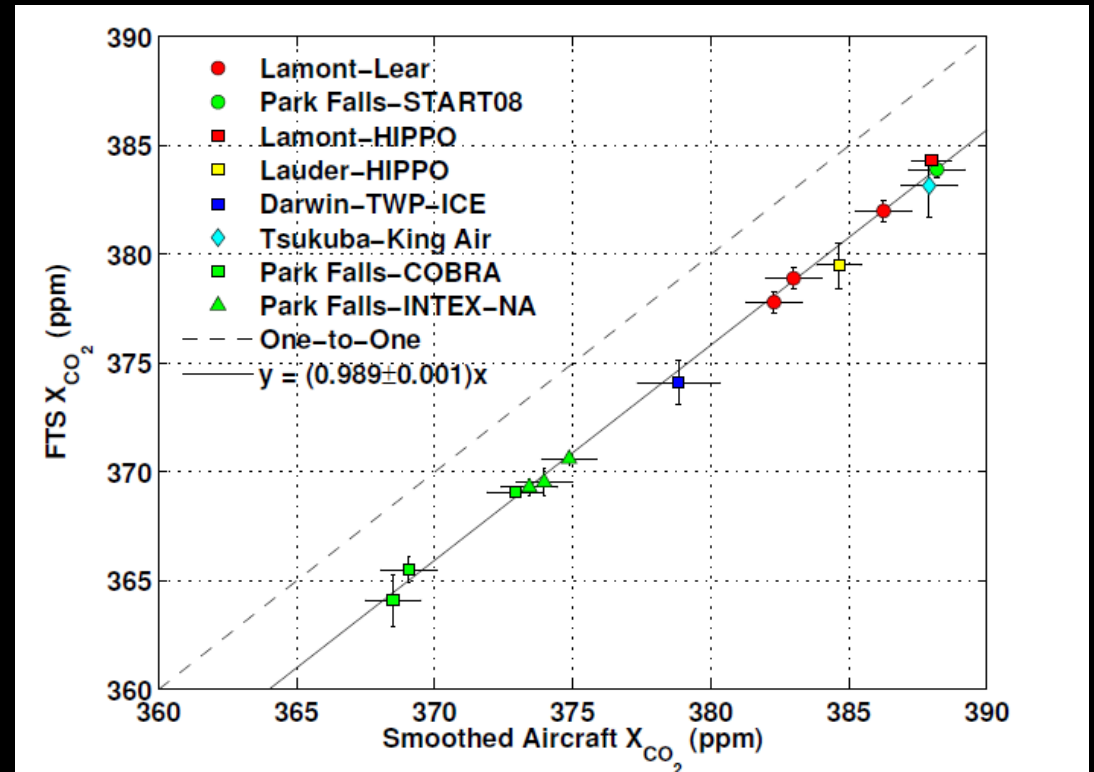
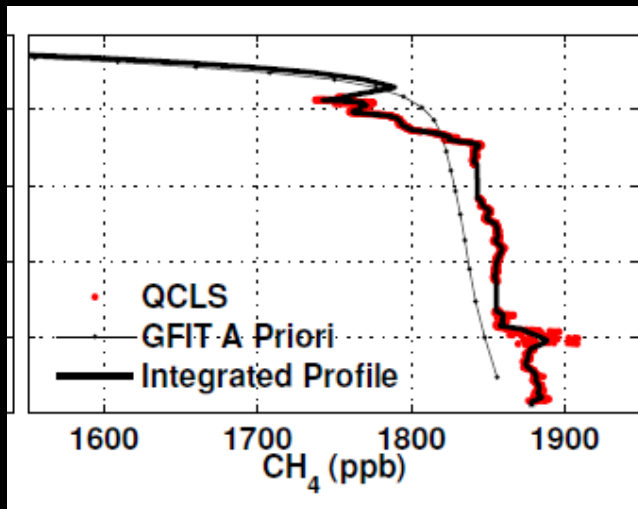
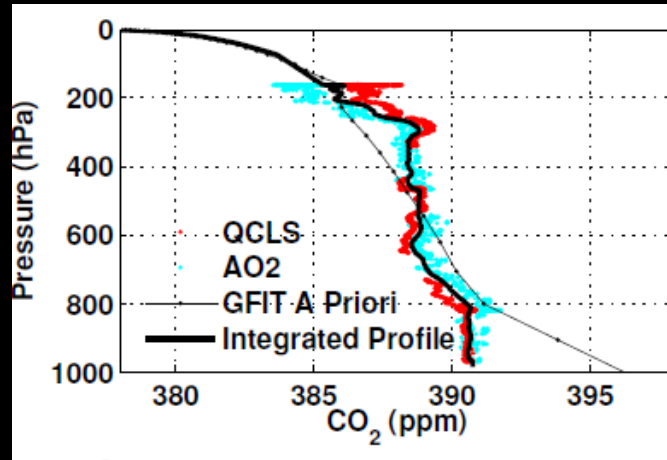
Model



**FLUXES**

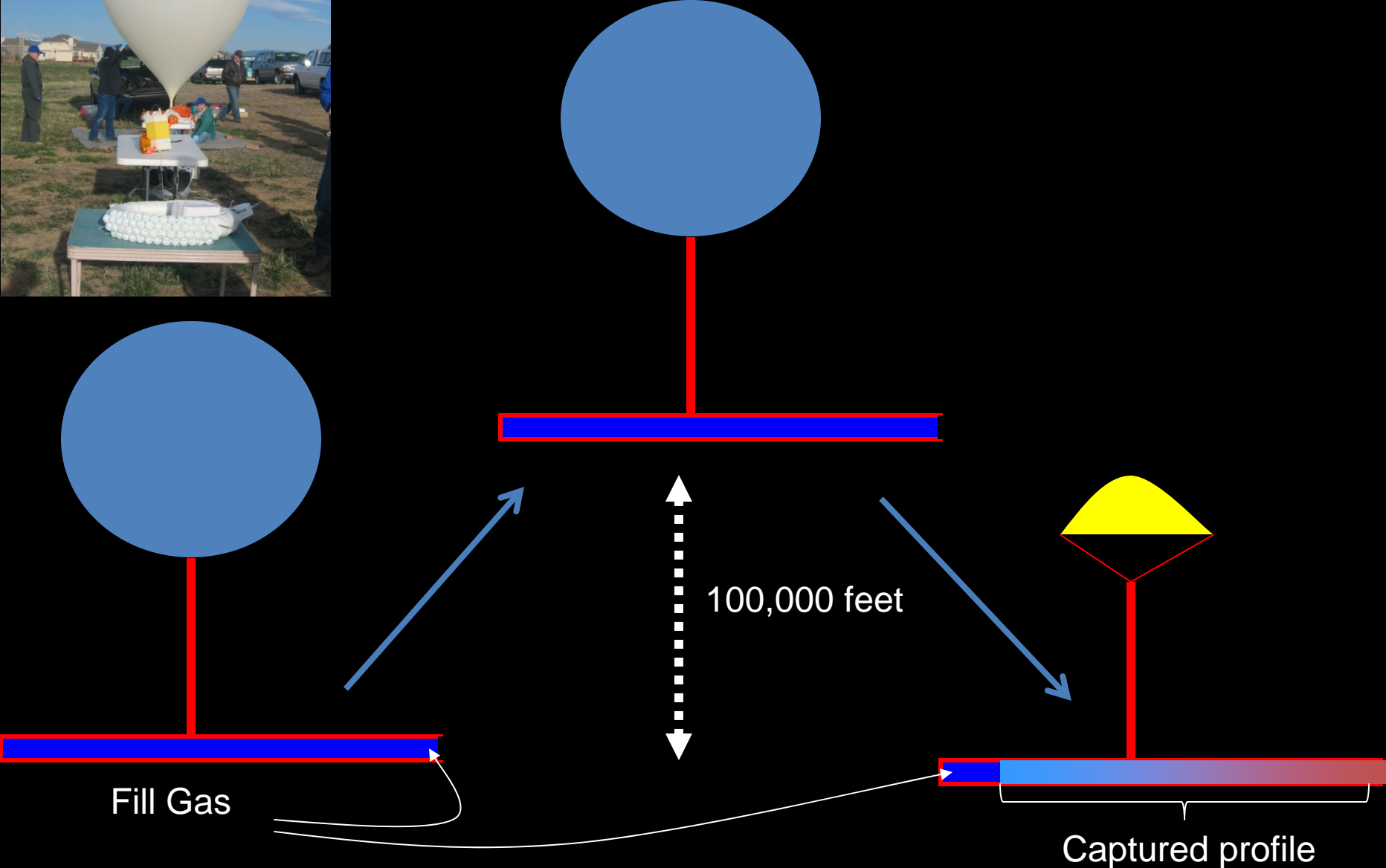
Need direct measurements of the total column to link remote measurements to ground network.

# TCCON calibration



Typical aircraft profiles only go to 200 mbar

# Passive AirCore Sampling System

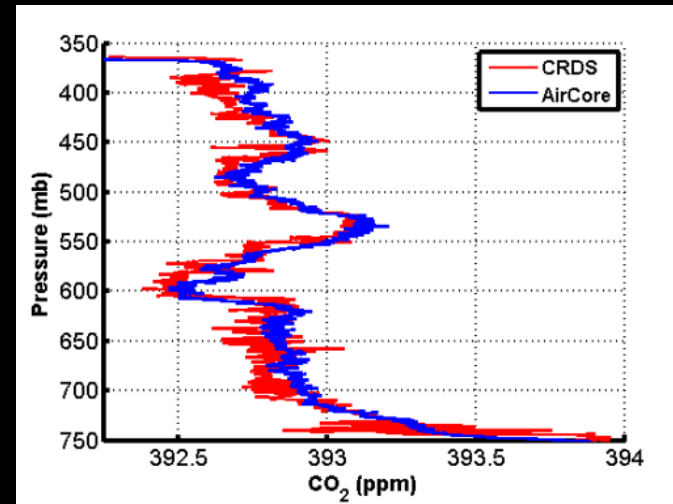
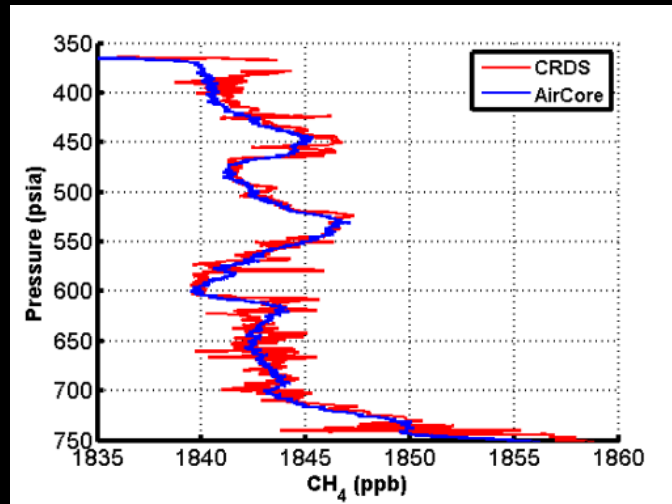


Fill Gas

100,000 feet

Captured profile

# Comparison with insitu measurements



**CH<sub>4</sub>**

**Column Mean offset**

**CO<sub>2</sub>**

CO<sub>2</sub> (ppm)  $-0.07 \pm 0.04$  ( $\pm 0.02\%$ )

CH<sub>4</sub> (ppb)  $-0.1 \pm 0.4$  ( $\pm 0.01\%$ )

# AirCore v. Aircraft

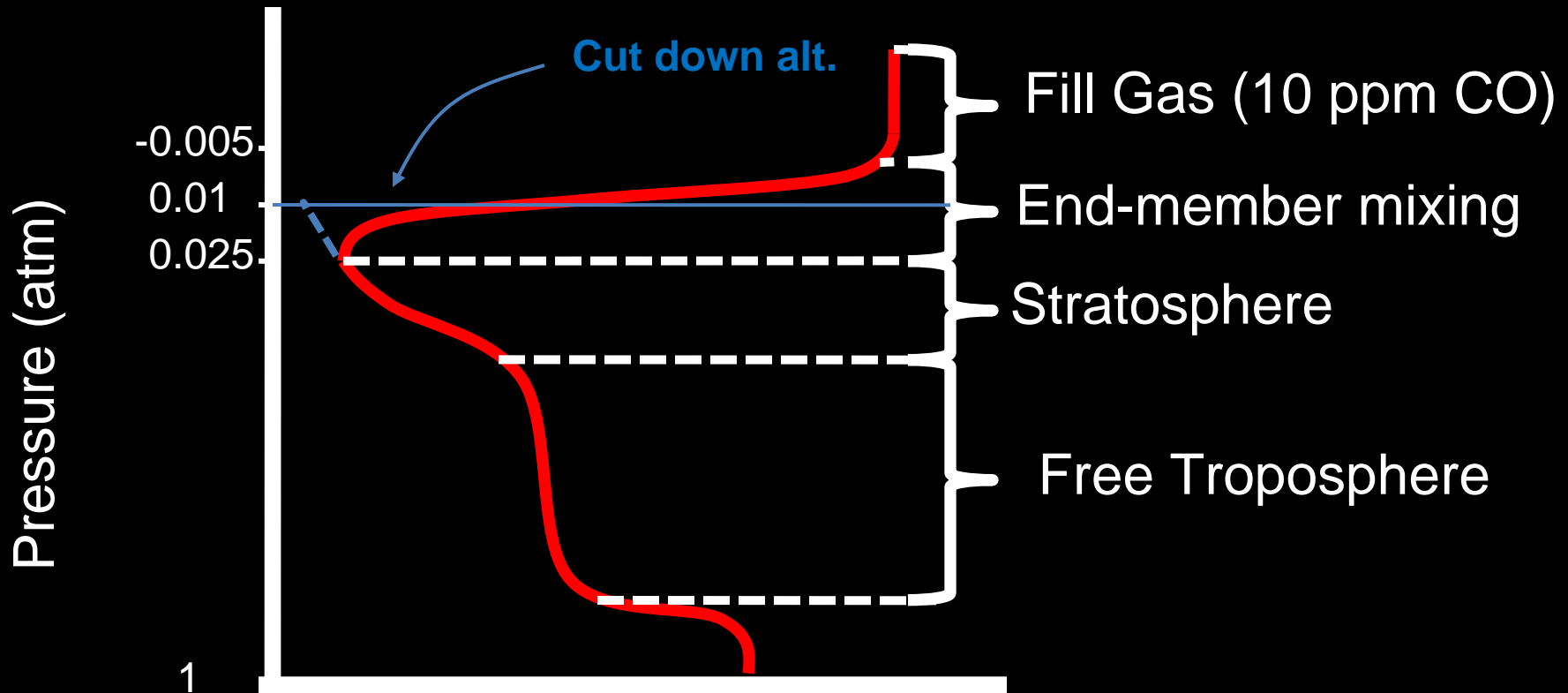
## errors in estimate of total column

Sampling platform	Sampling range	Cost (\$)	Error in XCO <sub>2</sub>	Error in XCH <sub>4</sub>
Small aircraft	0 – 4 km	1.5K	0.77 - 2.14 ppm	10 ppb
Small aircraft or Jet	0 – 8 km	2.5K	0.76 ppm	7 ppb
Jet	0 – 12 km	10K	0 - 0.40 ppm	6 ppb
<b>AirCore</b>	<b>0 – 30 km</b>	<b>4.2k</b>	<b>0.10 ppm</b>	<b>1 ppb</b>

**AirCore can sample 99% of the column for half the price of any aircraft system and at ¼ the error**

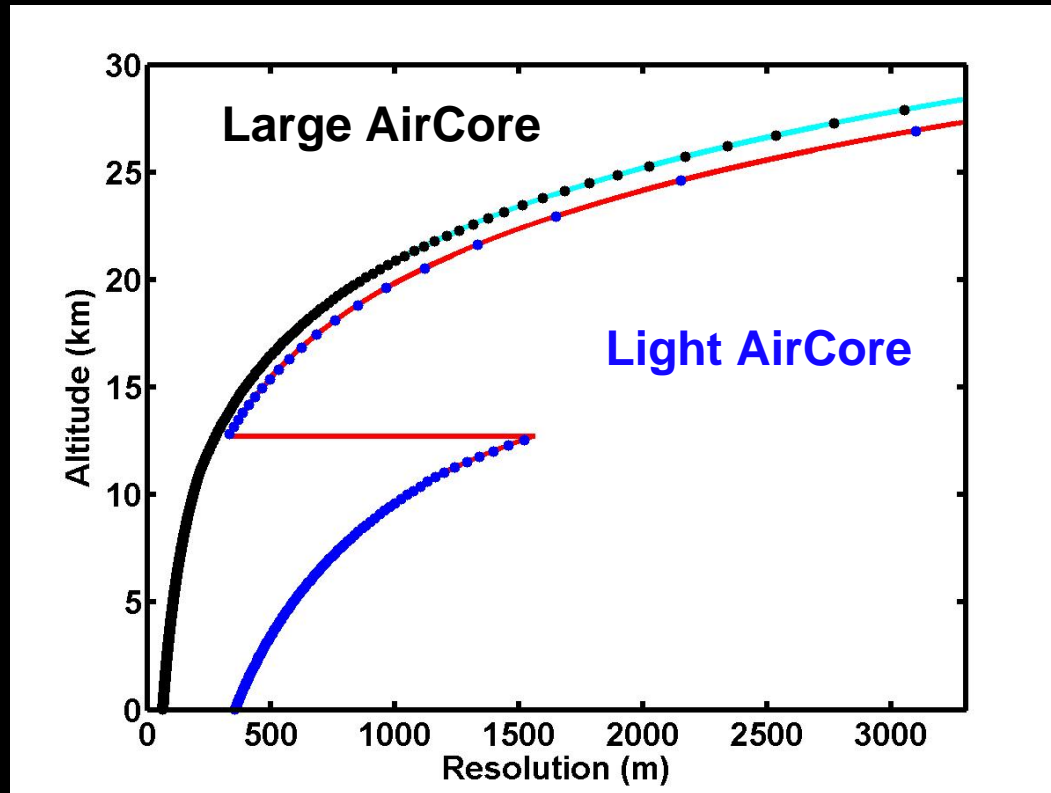
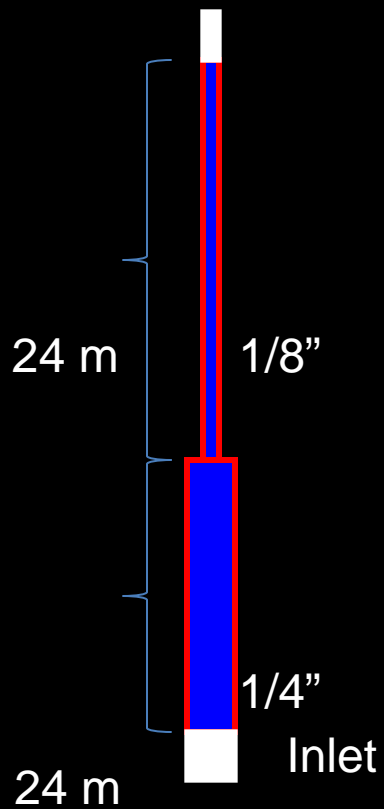


# High altitude mixing tracer



Maximum altitude = 30,000 m (100,000 ft, 0.01 atm)  
= 24,000 m (80,000 ft, 0.02 atm)

# Low cost/light weight AirCore



Tubing weight = 4 lbs  
Volume of tube = 0.8L

Light weight

- No reporting to FAA
- potential to package in return vehicle
- simple logistics
- slightly reduced resolution

# Southern Great Plains (SGP) Field Test

January 14, 2012

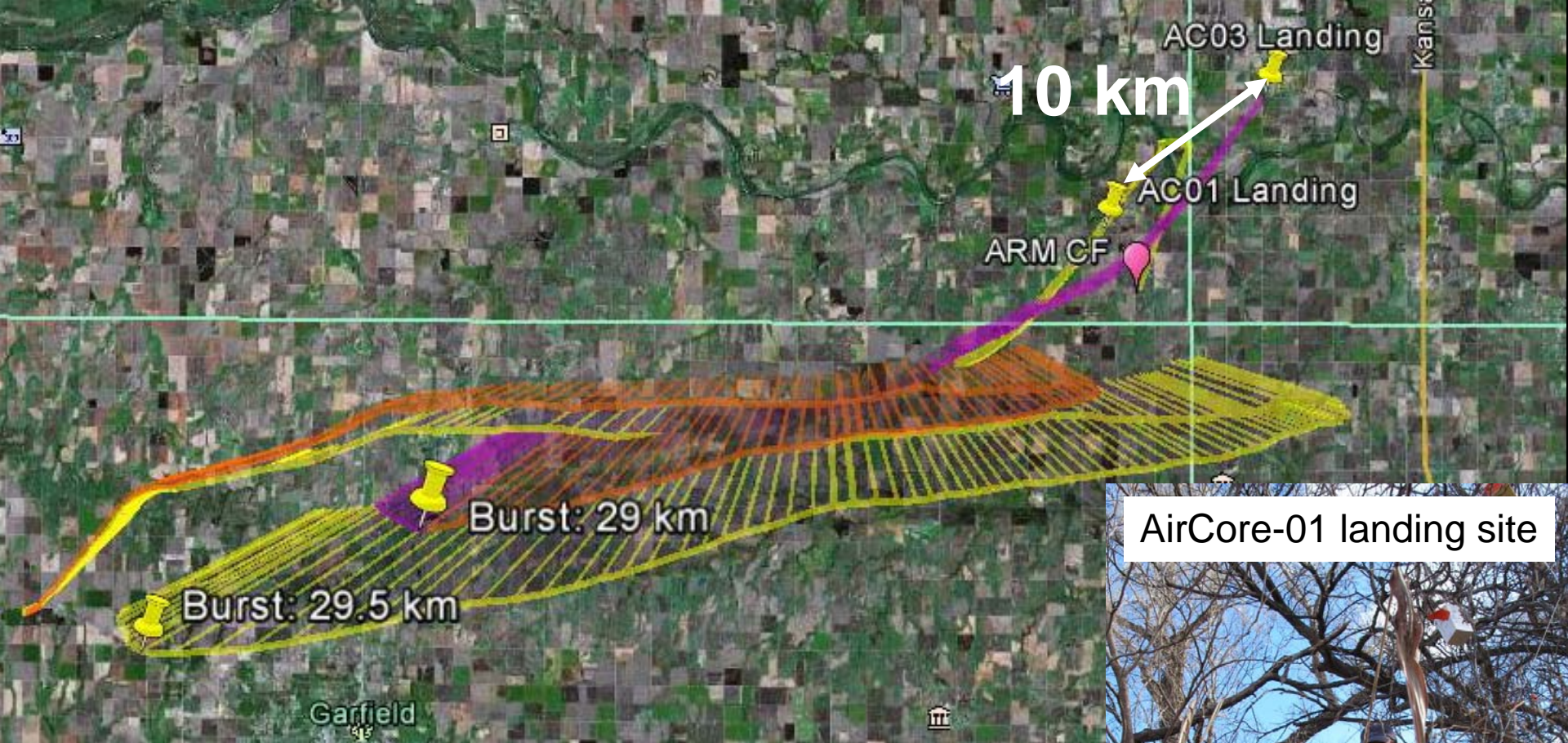
January 15, 2012





# ARM-SGP Jan 14, 2012 Medicine Lodge, KS



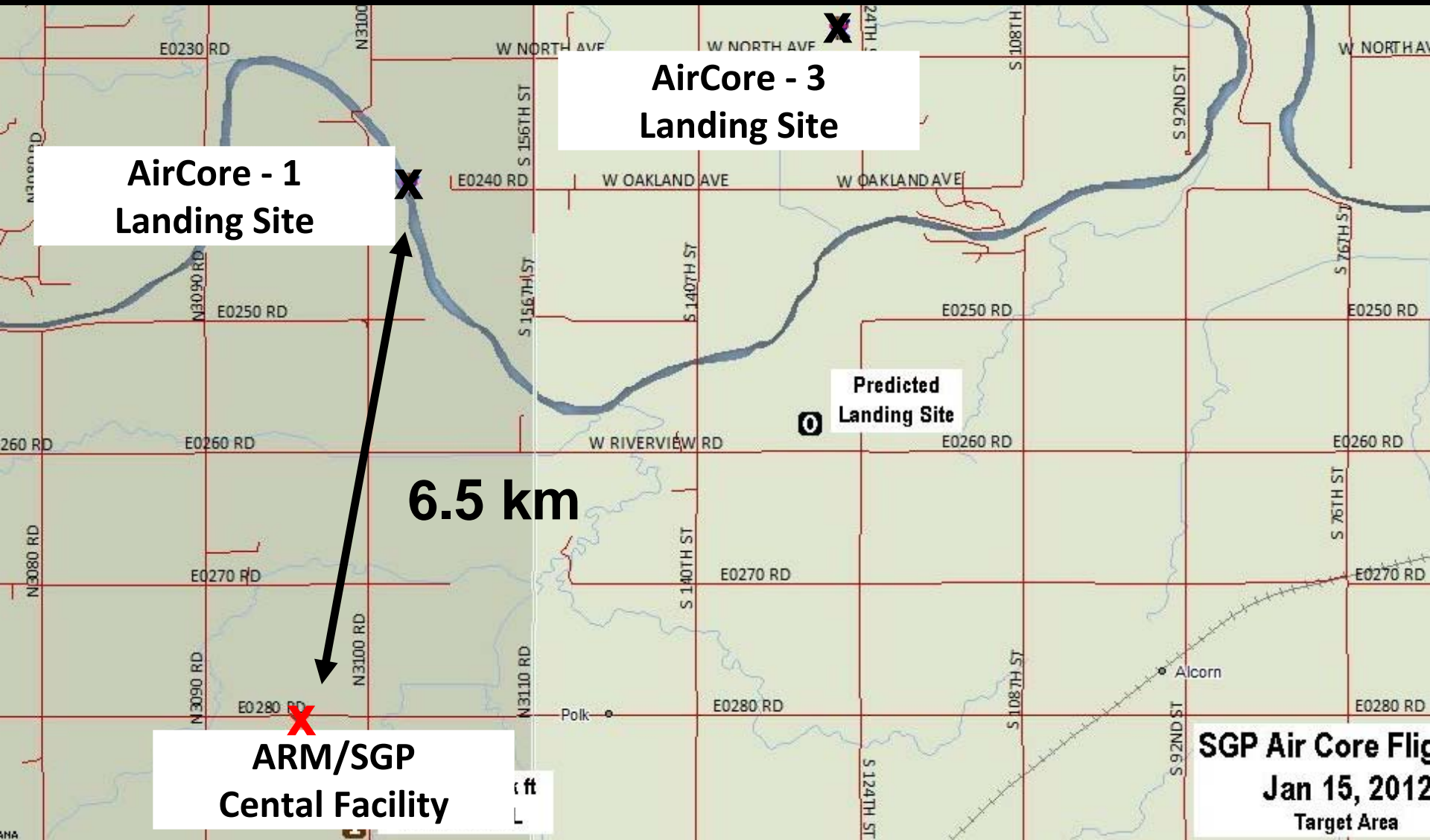


AirCore-01 landing site



ARM-SGP Jan 15, 2012,  
Carrier, OK

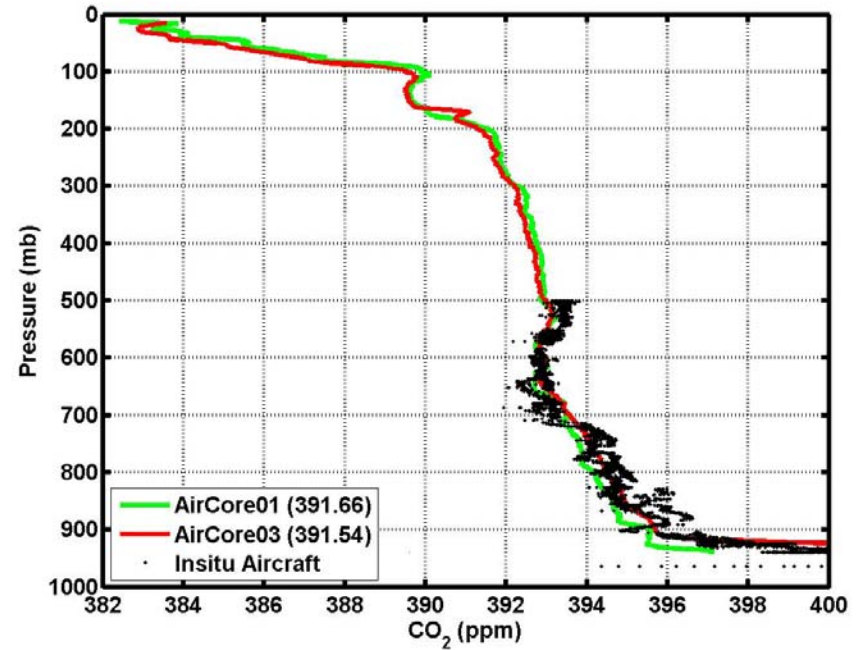
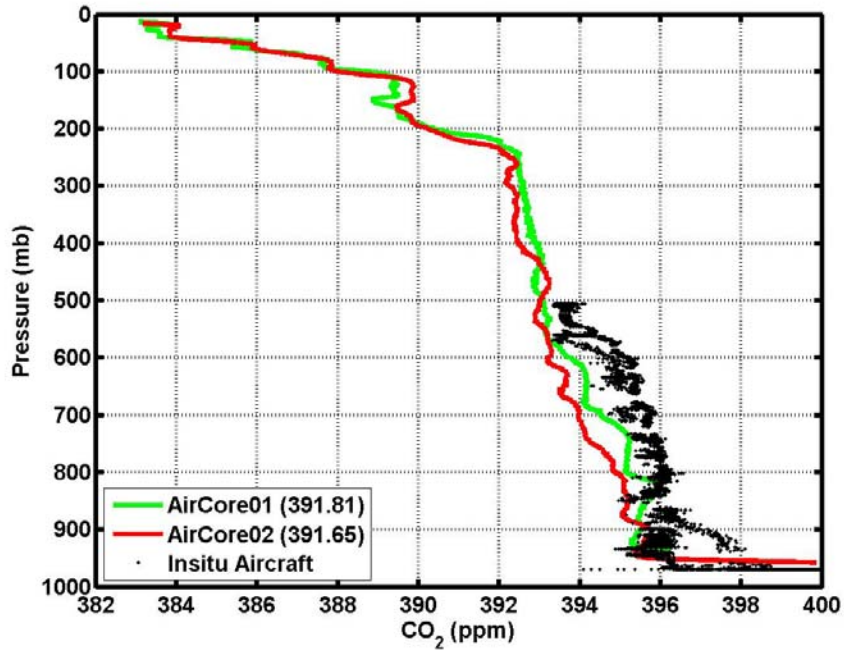
# Jan 15 landing locations



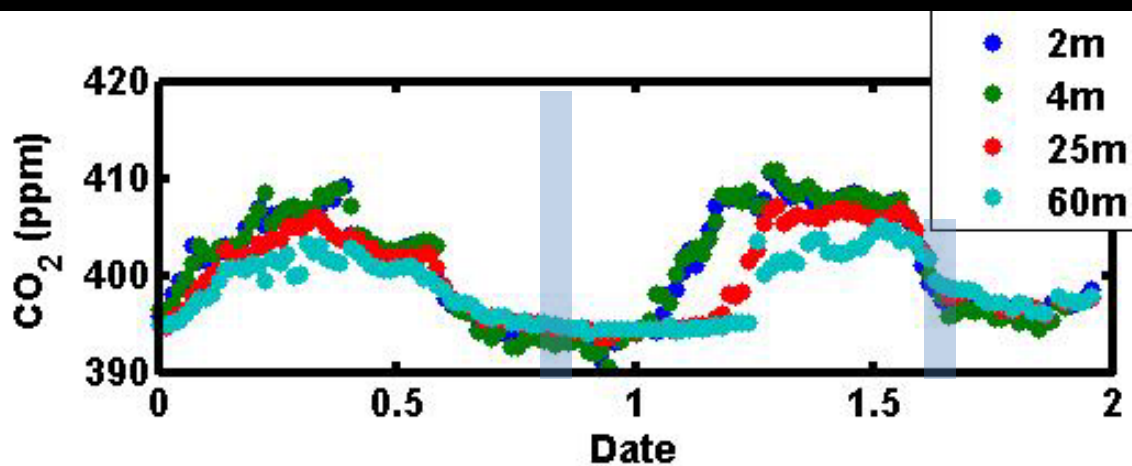
# CO<sub>2</sub>

Jan. 14, 2012

Jan. 15, 2012

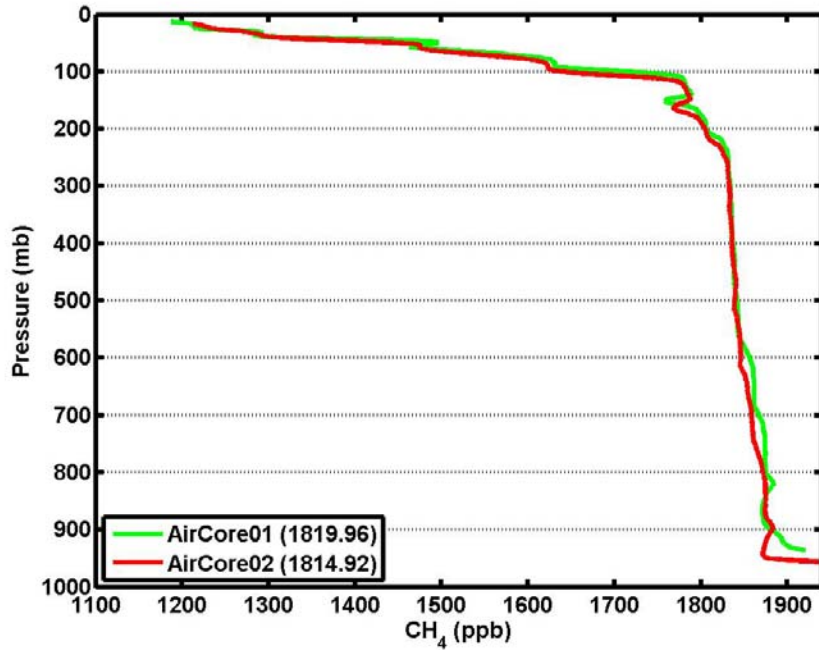


SGP Tower

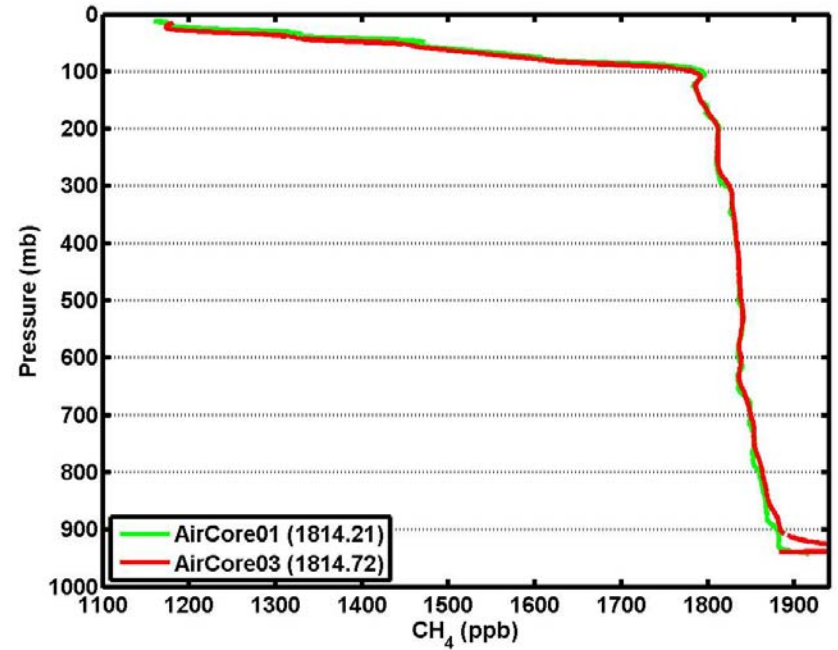


# CH<sub>4</sub>

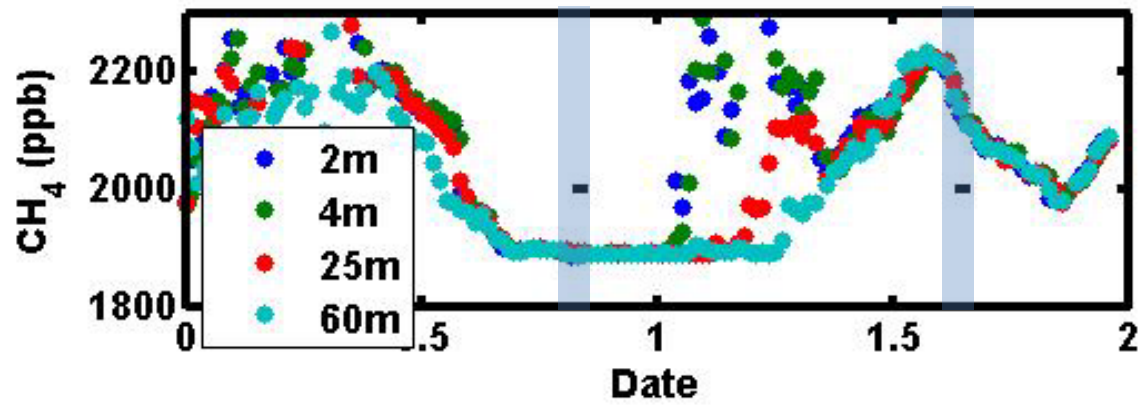
Jan. 14, 2012



Jan. 15, 2012



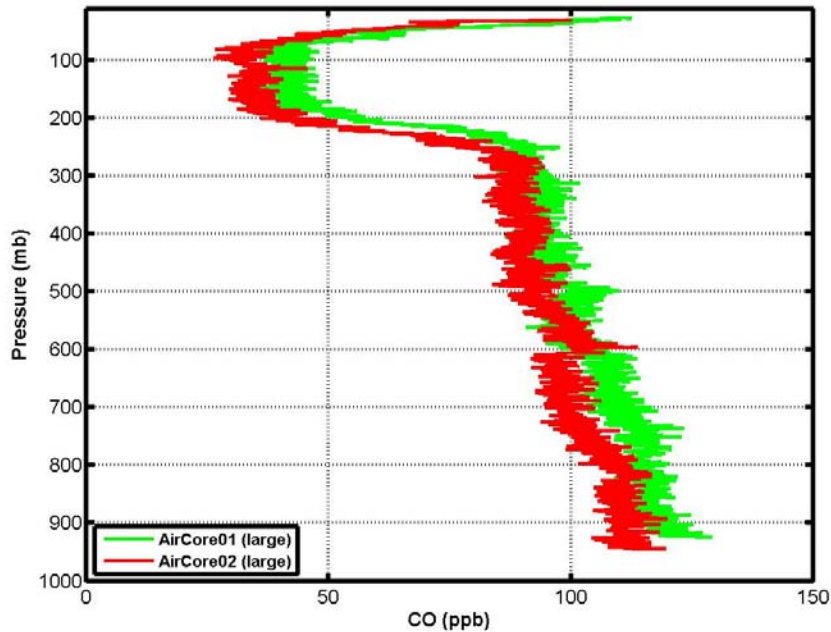
SGP Tower



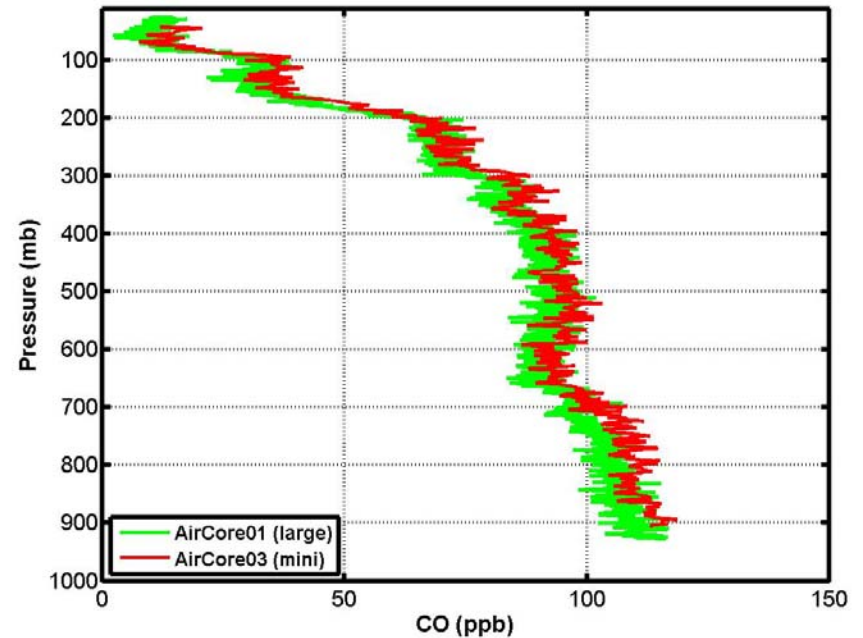


# CO

Jan. 14, 2012



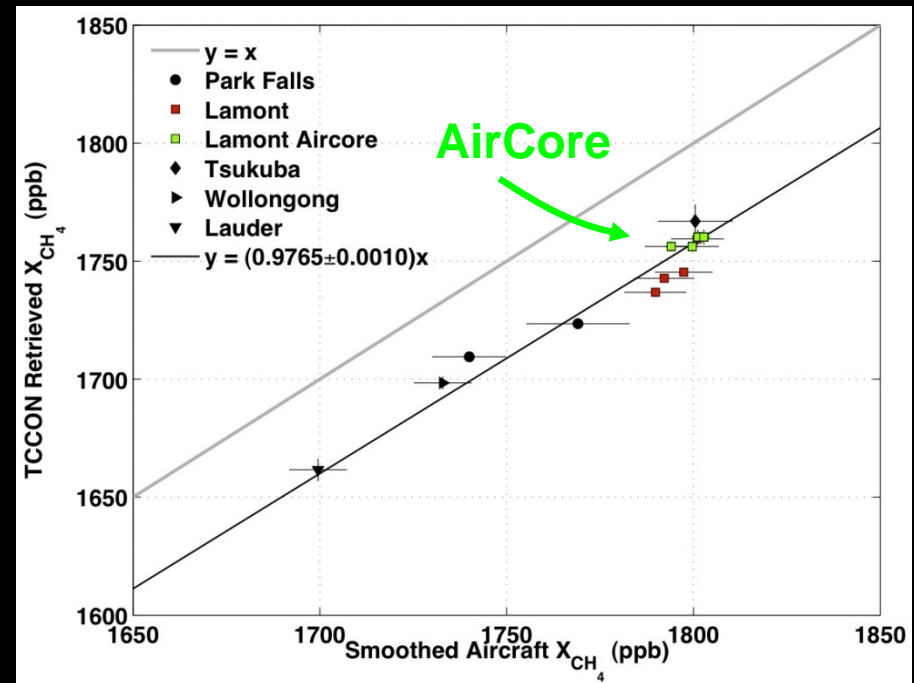
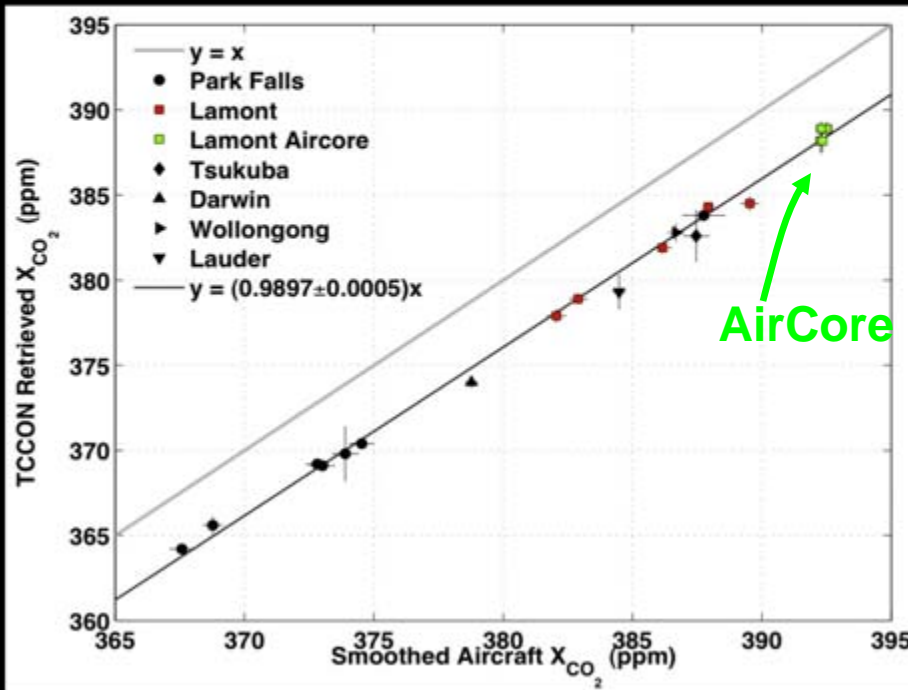
Jan. 15, 2012



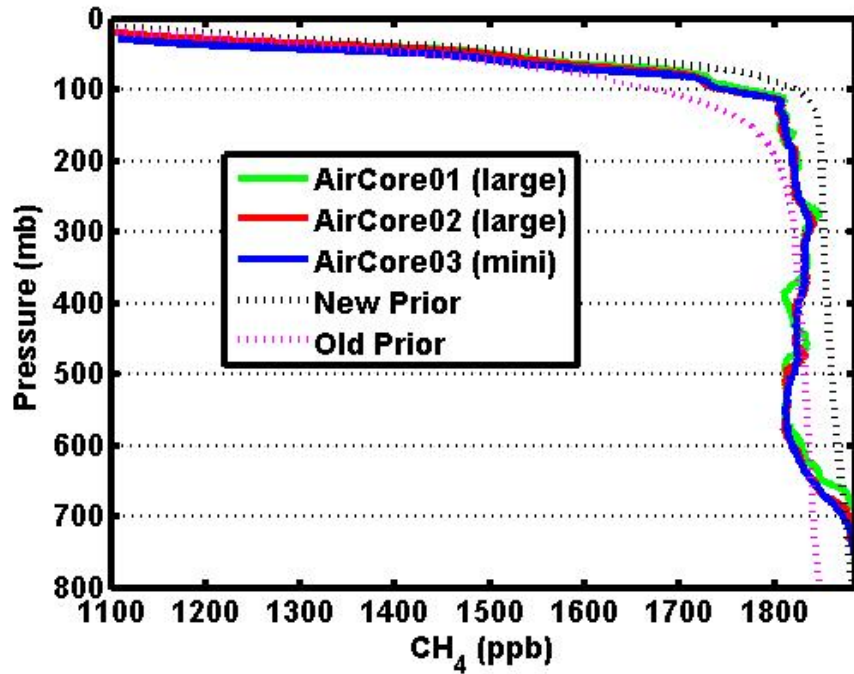
- CO is a valuable mixing tracers to get near-ground and high stratosphere mixing ratios
- Organic layer in AirCore Sulfurinert is creating CO in high ozone environments

# Calibrating TCCON CO<sub>2</sub> Across Multiple Sites

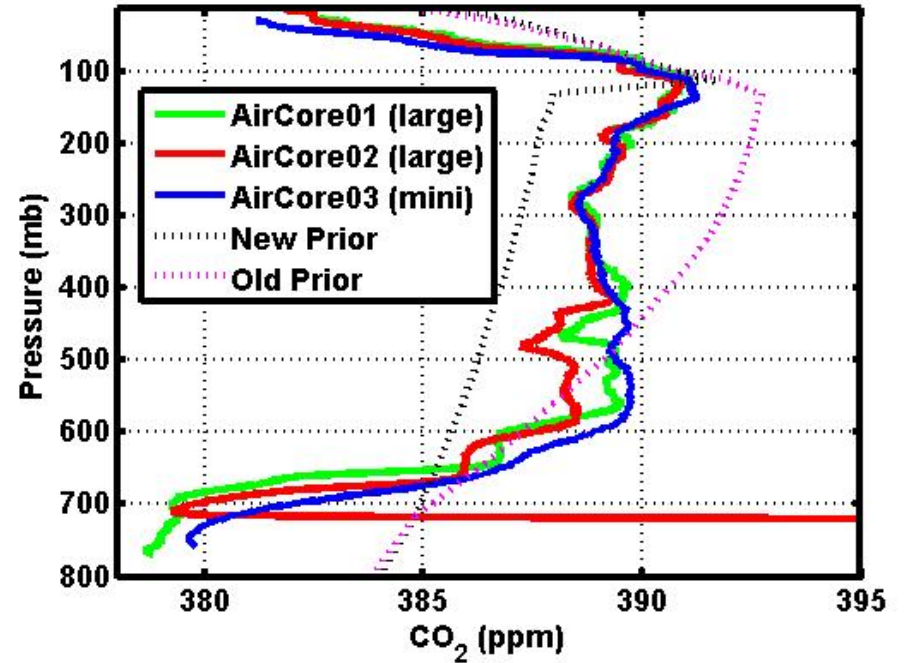
- Lamont (ARM-SGP) Aircore consistent with previous results
- Additional work required on uncertainty budget



# 2-D structure of a profile

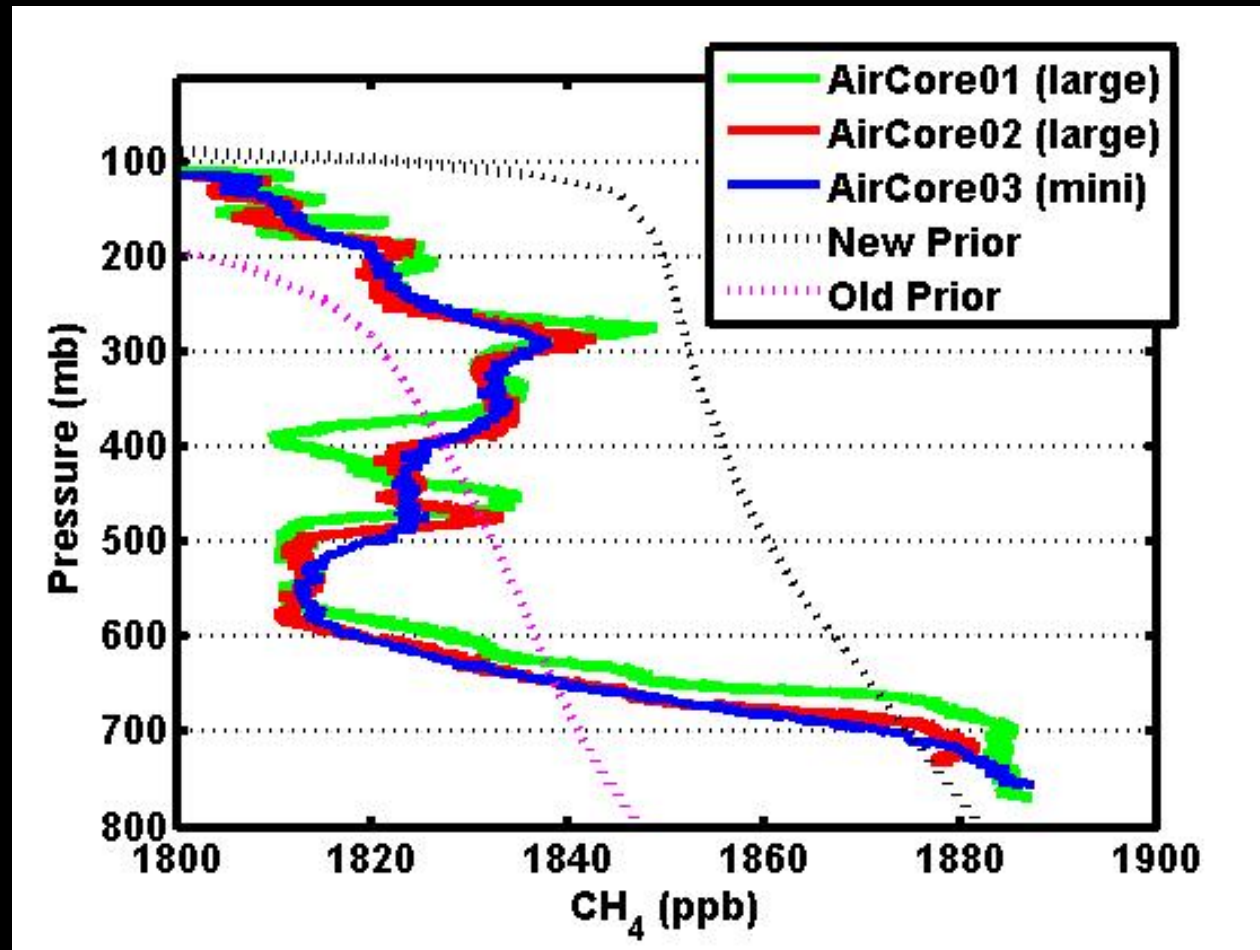


$\text{CH}_4$



$\text{CO}_2$

# 2-D structure of a profile



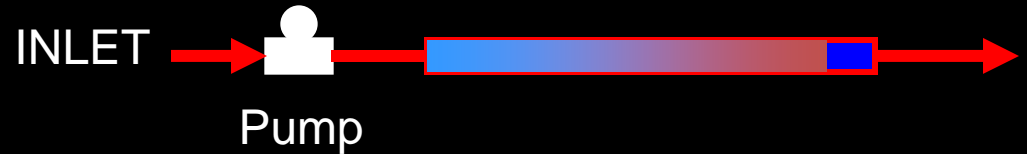
CH<sub>4</sub>

# Glider

Putting AirCore where you want



Actively pumping AirCore



**Active Pumping AirCore**

The tape recorder



## Goals for Passive AirCore:

Logistics – Launching

Logistics – Retrieval

Logistics – Data analysis

Science – improved priors

Science – stratospheric age model

Science – provide direct tie to WMO

