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Formation of secondary organic aerosol in the Paris pollution plume and its impact on surrounding regions

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Table S1 Bias (relative bias) for comparison of maximum and 30th percentile (P30) modeled and measured pollutant concentrations from VBS-LNOX (and VBS-HNOX for OA as well) and VBS-LA

Pollutant	Statistics	VBS-LNOX			VBS-LA		
		16 th	21 st	29 th	16 th	21 st	29 th
NO _x (ppb)	Max.	-4.3 (-32%)	-5.2 (-65%)	-7.3 (-60%)	-7.3 (-54%)	-5.7 (-72%)	-8.7 (-71%)
	P30	-0.64 (-58%)	-0.42 (-41%)	-0.59 (-52%)	-0.57 (-51%)	-0.36 (-35%)	-0.51 (-45%)
BC (μg m ⁻³)	Max.	-0.7 (-35%)	-1.5 (-74%)	-1.6 (-70%)	0.4 (21%)	-1.2 (-62%)	-1.2 (-53%)
	P30	-0.17 (-51%)	-0.31 (-62%)	-0.22 (-59%)	-0.22 (-67%)	-0.34 (-69%)	-0.27 (-71%)
O ₃ (ppb)	Max.	7.5 (12%)	4.3 (5%)	8.3 (13%)	12.9 (21%)	4.3 (5%)	9.8 (16%)
	P30	4.3 (9%)	11.3 (20%)	3.0 (6%)	4.6 (9%)	11.7 (20%)	3.3 (7%)
O _x (ppb)	Max.	8.5 (13%)	3.6 (4%)	8.0 (13%)	13.1 (21%)	3.5 (4%)	9.2 (14%)
	P30	3.0 (6%)	11.0 (19%)	1.8 (4%)	3.4 (7%)	11.4 (19%)	2.1 (4%)
OA (μg m ⁻³)	Max.	1.7 (28%)	0.4 (3%)	1.5 (21%)	1.0 (17%)	-9.2 (-75%)	-3.2 (-44%)
	P30	-1.6 (-41%)	2.3 (36%)	-1.0 (-25%)	-3.1 (-79%)	-4.9 (-76%)	-3.2 (-78%)
OA* (μg m ⁻³)	Max.	-0.5 (-8%)	-1.0 (-8%)	-0.5 (-7%)			
	P30	-1.9 (-50%)	1.9 (29%)	-1.4 (-33%)			

OA* : OA from VBS-HNOX simulations

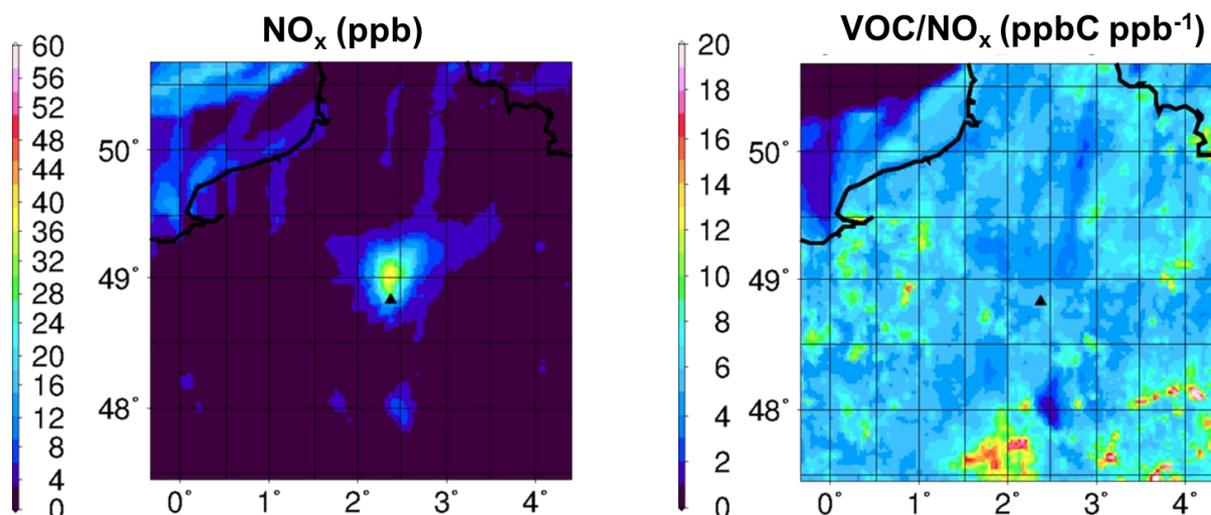


Fig. S1. Modeled NO_x (left) and VOC/NO_x (right) from VBS-HNOX at 10h on 16th, which shows a high-NO_x condition (VOC/NO_x~3 ppbC ppb⁻¹, Lane et al., 2008) inside the Paris pollution plume (represented by NO_x) close to Paris represented by a triangle.

References:

Lane, T. E., Donahue, N. M., and Pandis, S. N.: Effect of NO_x on secondary organic aerosol concentrations, *Environ. Sci. Technol.*, 42, 6022–6027, 2008.

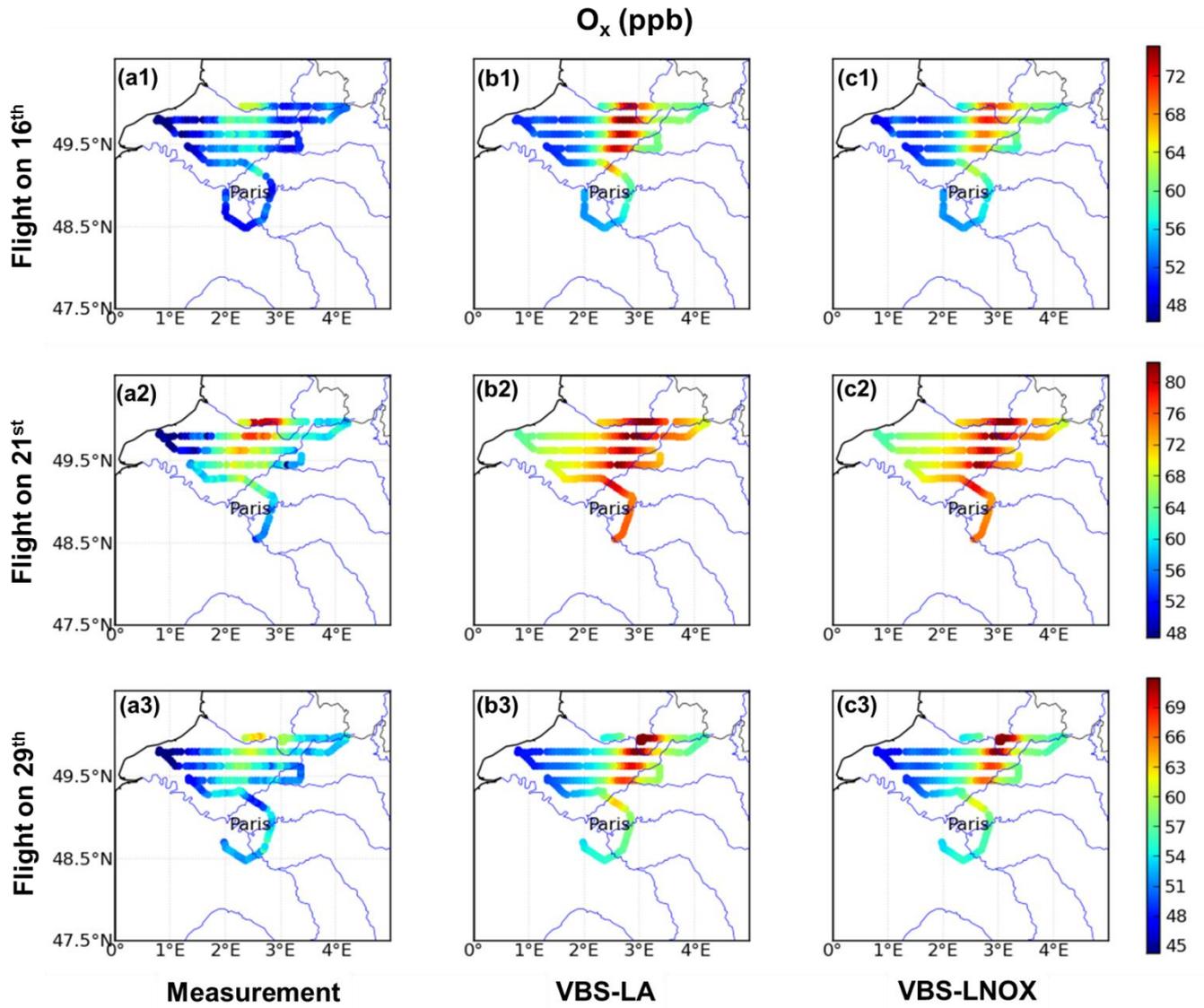


Fig. S2. Comparison of measured (a1-3) and modeled O_x from VBS-LA (b1-3) and VBS-LNOX (c1-3) during the flights on 16th, 21st and 29th, respectively.

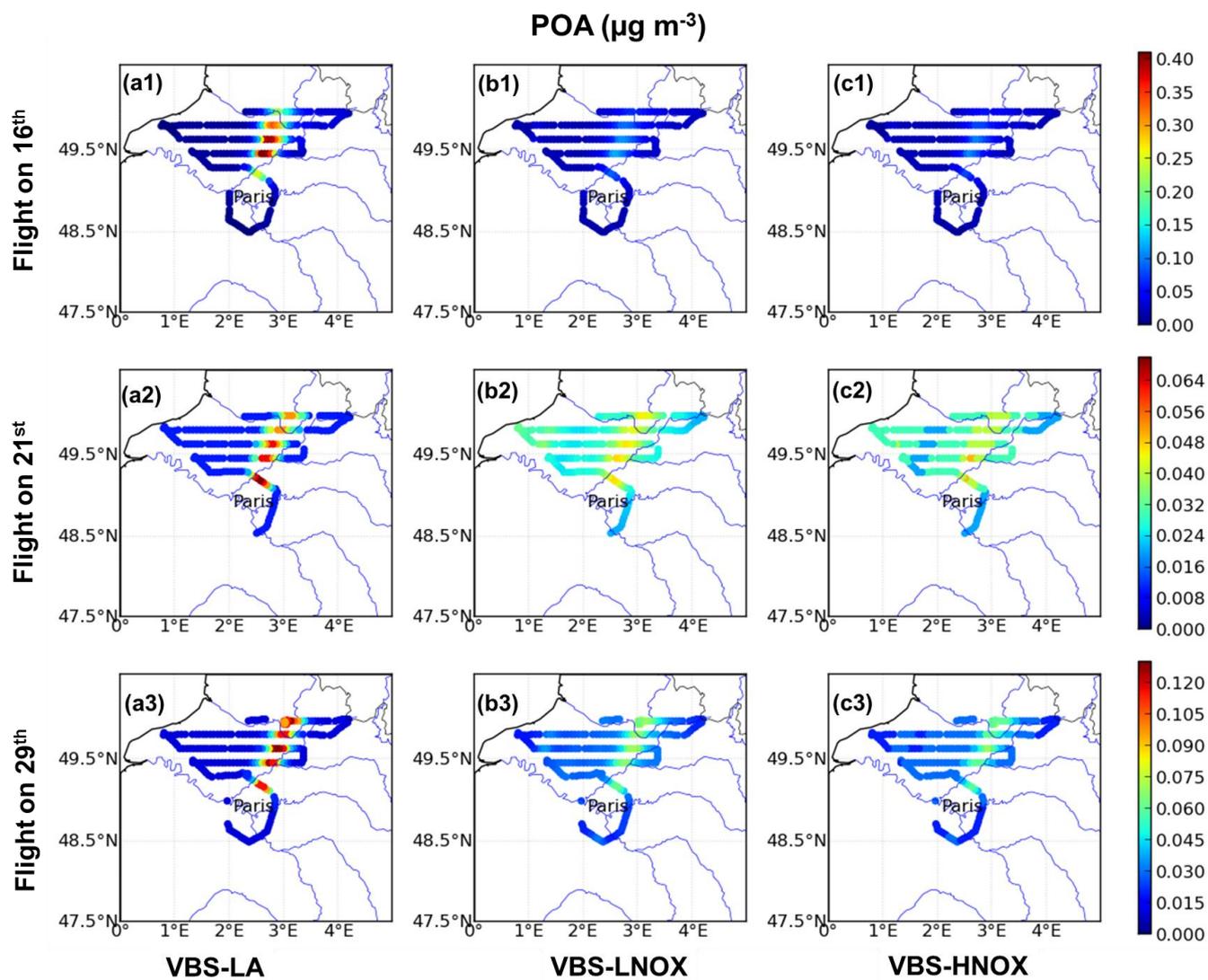


Fig. S3. Comparison of modeled POA from VBS-LA (a1-3), VBS-LNOX (b1-3) and VBS-HNOX (c1-3) during the flights on 16th, 21st and 29th, respectively.

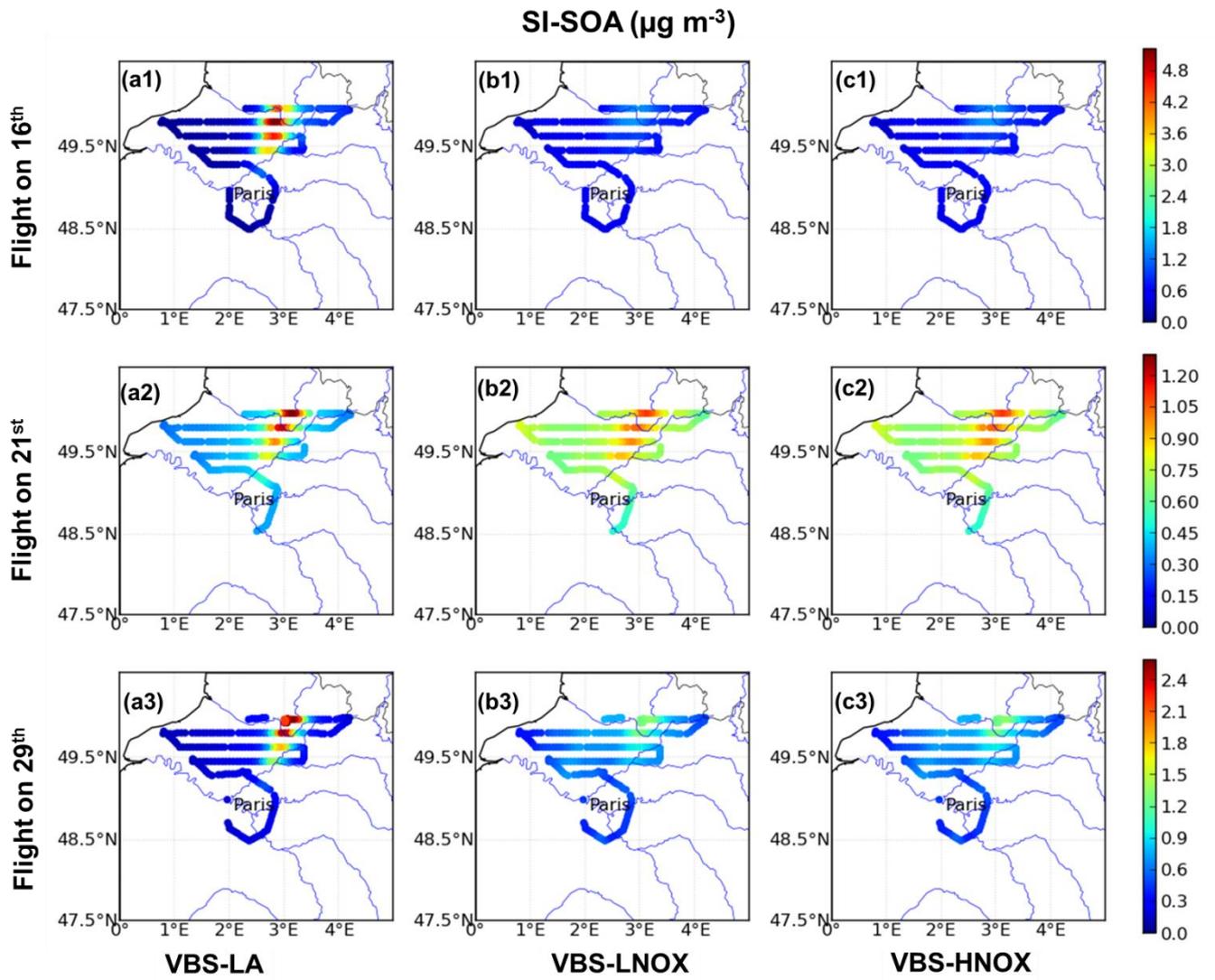


Fig. S4. Comparison of modeled SI-SOA from VBS-LA (a1-3), VBS-LNOX (b1-3) and VBS-HNOX (c1-3) during the flights on 16th, 21st and 29th, respectively.

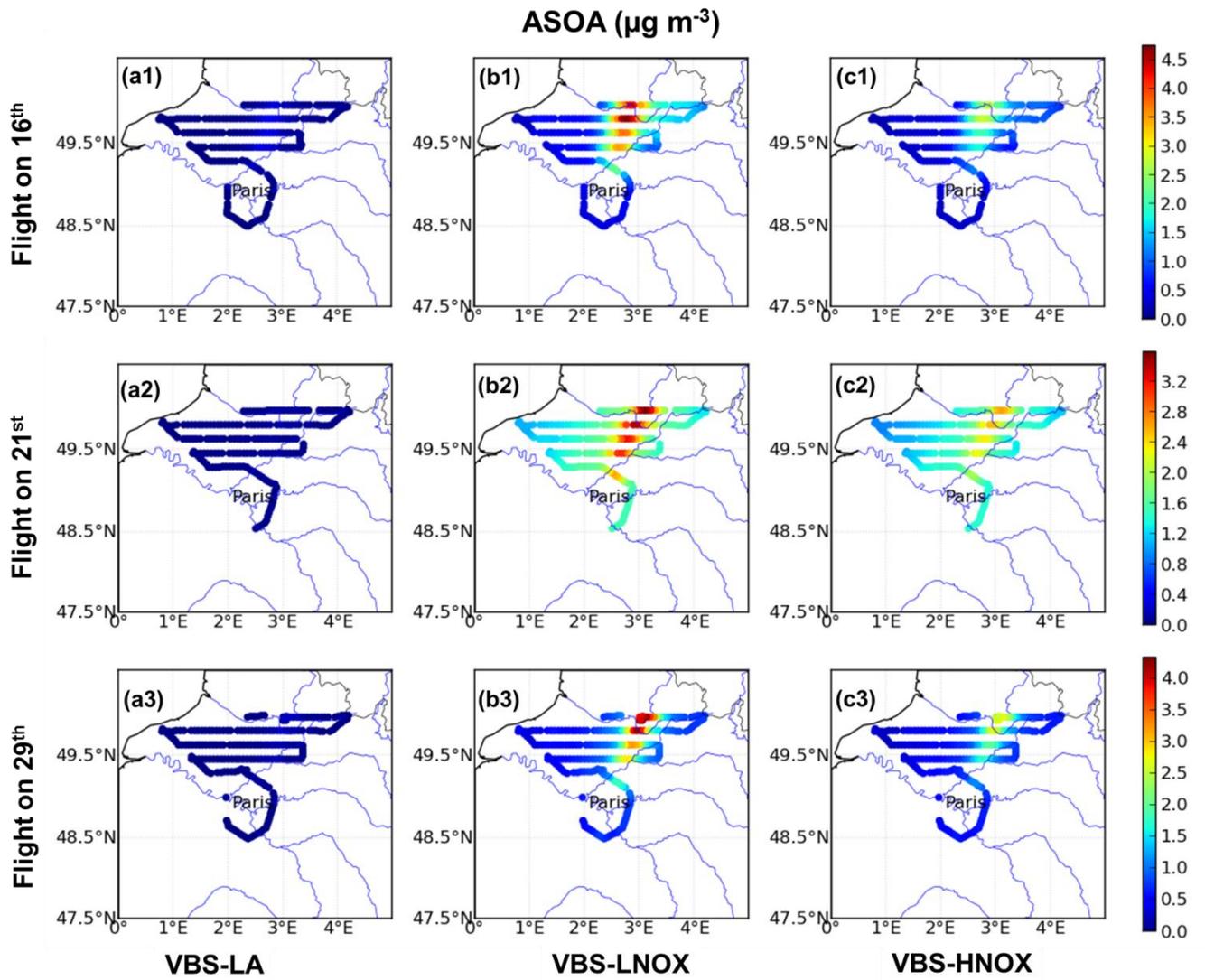


Fig. S5. Comparison of modeled ASOA from VBS-LA (a1-3), VBS-LNOX (b1-3) and VBS-HNOX (c1-3) during the flights on 16th, 21st and 29th, respectively.

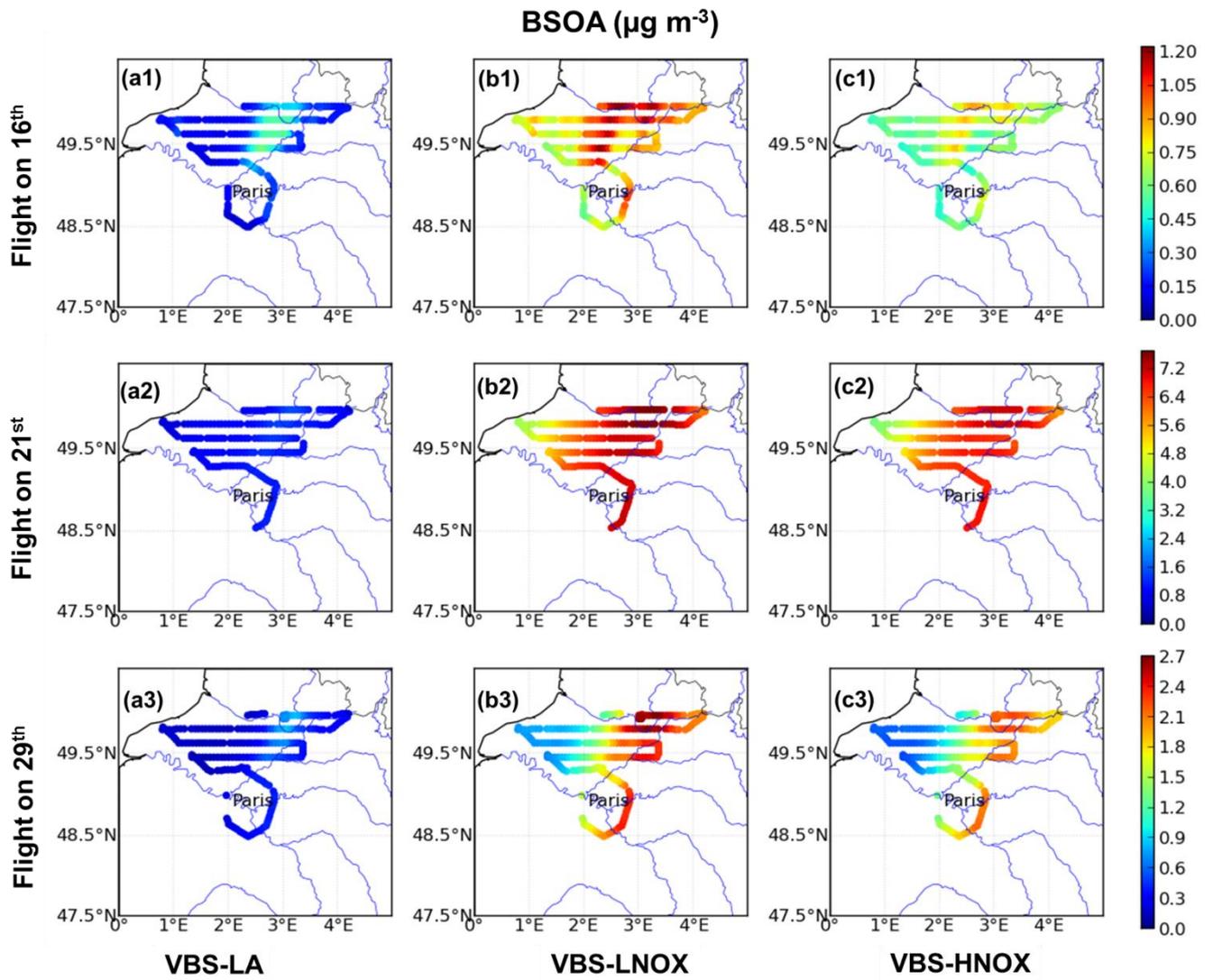


Fig. S6. Comparison of modeled BSOA from VBS-LA (a1-3), VBS-LNOX (b1-3) and VBS-HNOX (c1-3) during the flights on 16th, 21st and 29th, respectively.

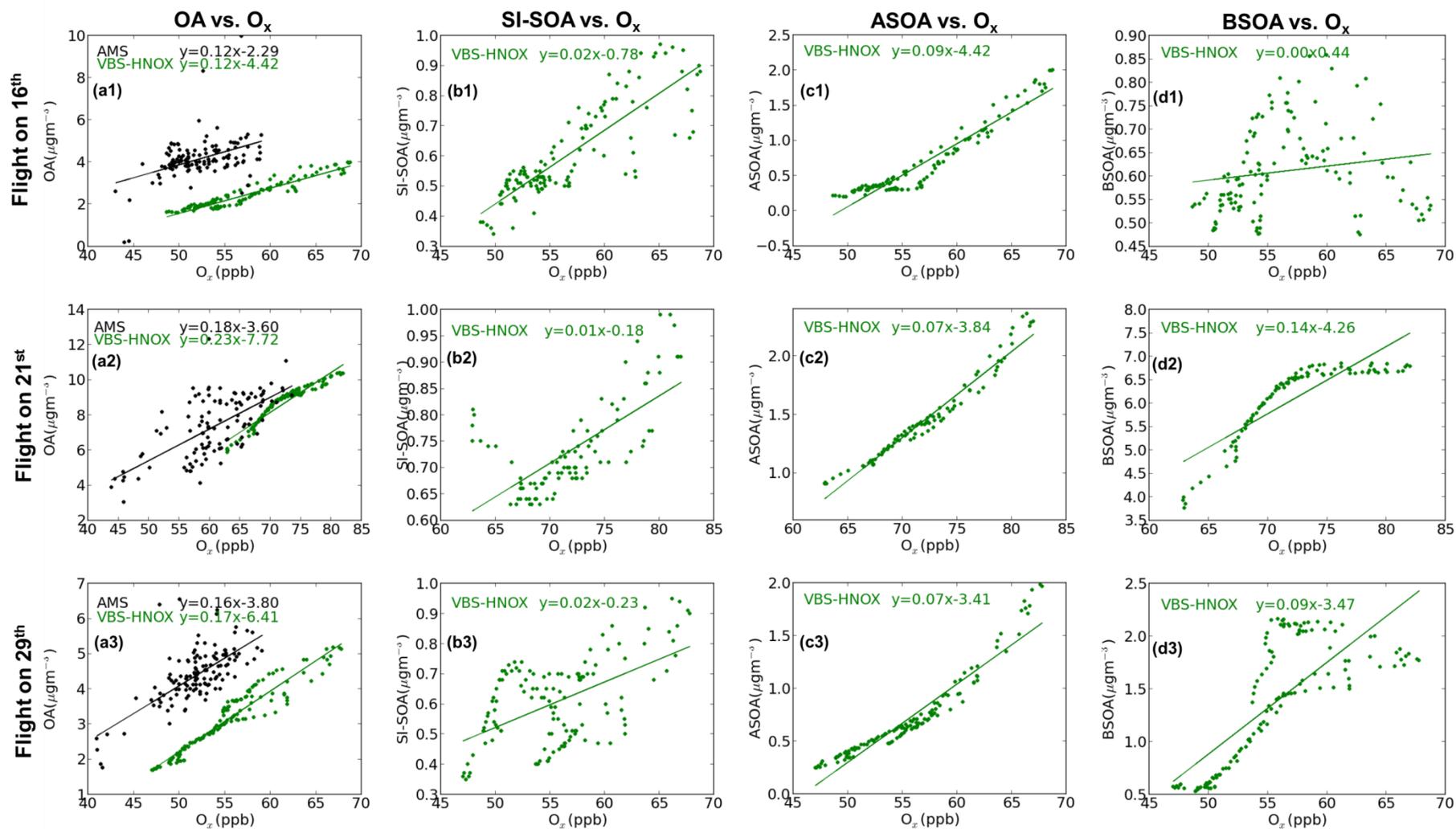


Fig. S7. OA vs. O_x (a1-3), SI-SOA vs. O_x (b1-3), ASOA vs. O_x (c1-3) and BSOA (d1-3) vs. O_x during the first two flight legs on 16th, 21st and 29th, respectively. For OA vs. O_x (a, b, c), results from the measurement and VBS-HNOX are presented. For others, only results from VBS-HNOX are presented.

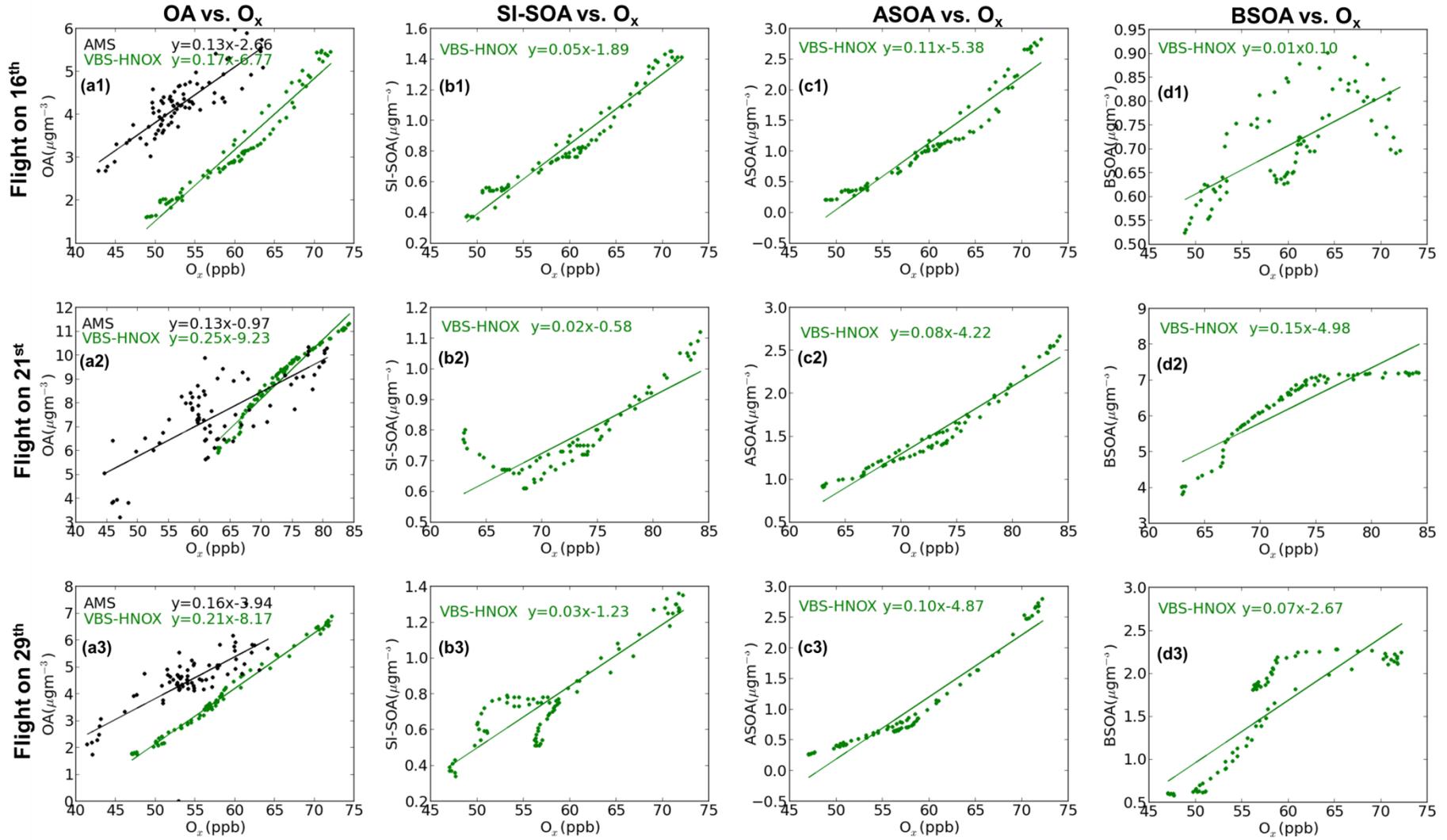


Fig. S8. OA vs. O_x (a1-3), SI-SOA vs. O_x (b1-3), ASOA vs. O_x (c1-3) and BSOA (d1-3) vs. O_x during the last two flight legs on 16th, 21st and 29th, respectively. For OA vs. O_x (a, b, c), results from the measurement and VBS-HNOX are presented. For others, only results from VBS-HNOX are presented.

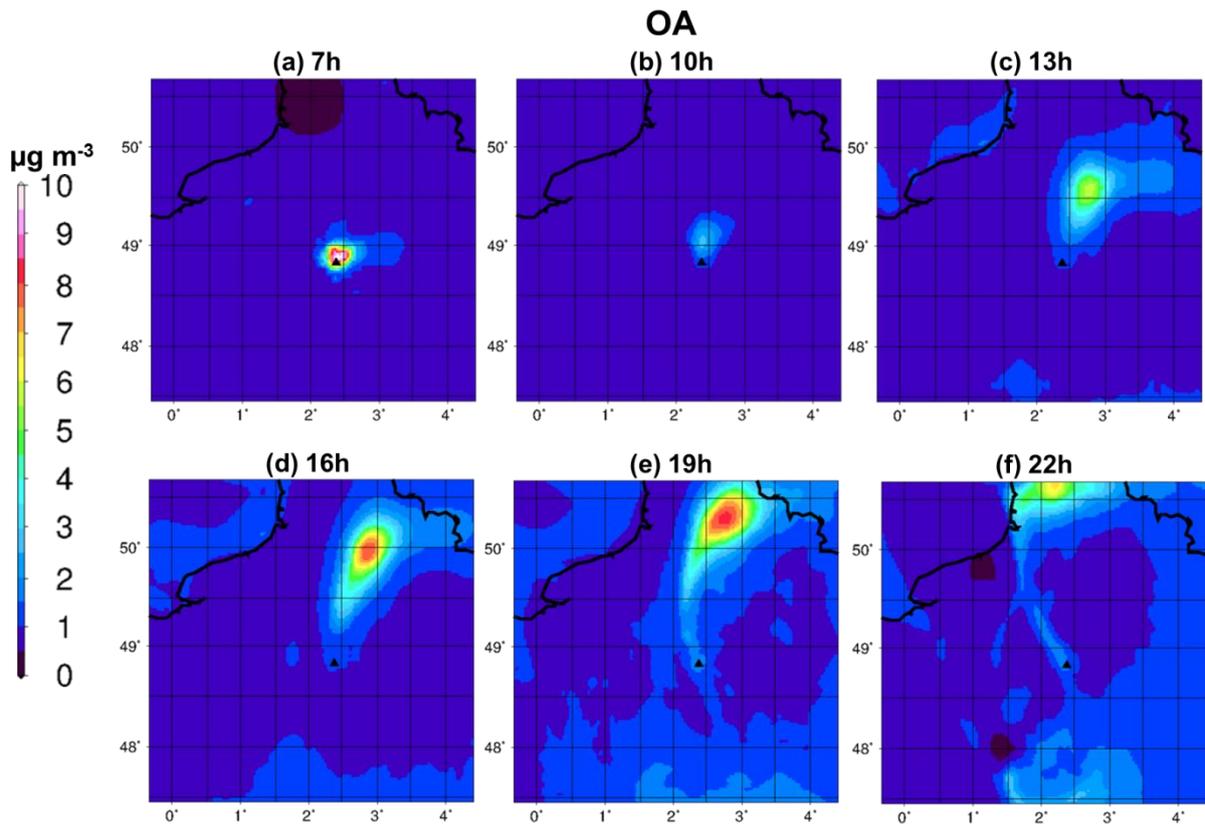


Fig. S9. Urban OA (PM_{10} fraction) plume ($\mu\text{g m}^{-3}$) evolution on July 16th from VBS-LA, the triangle represents the location of Paris, illustrated by 6 panels (from a to f) corresponding to 7h (UTC +2) to 22h (UTC +2) with a time step of three hours.

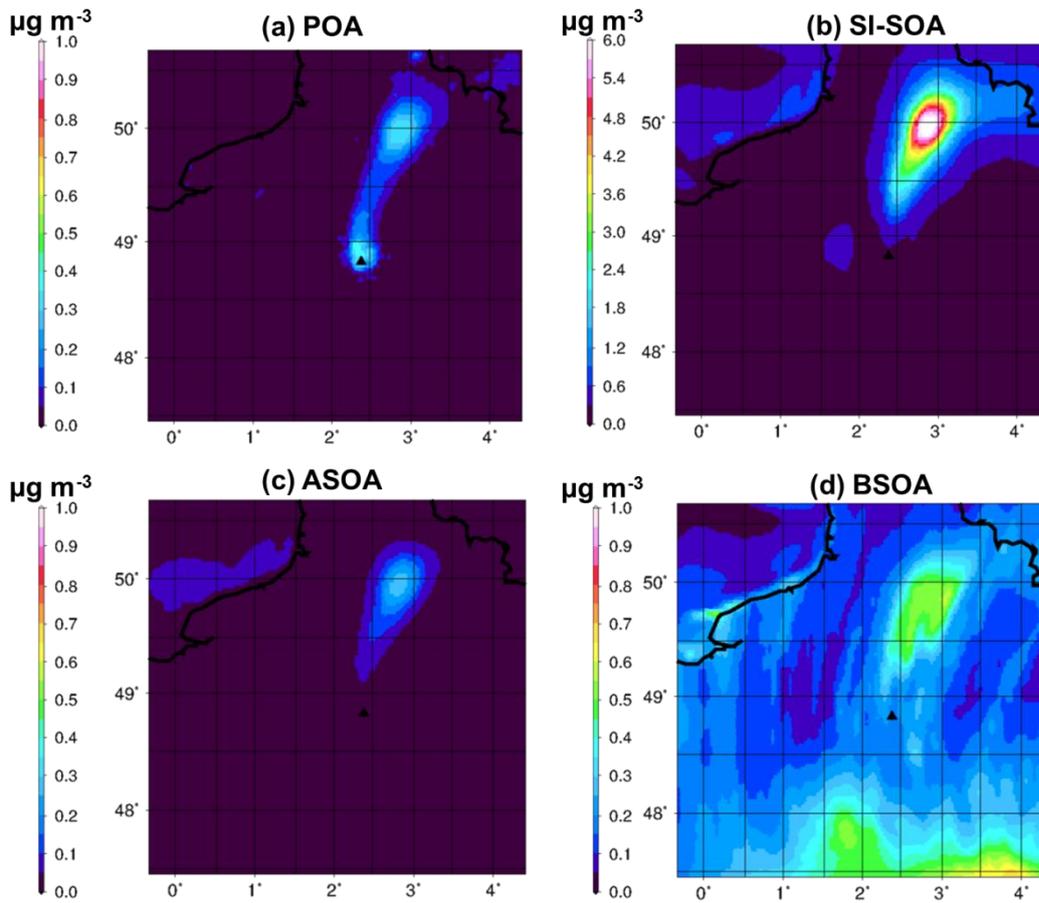


Fig. S10. Urban POA (a), SI-SOA (b), ASOA (c) and BSOA (d) (in PM_{10}) plume ($\mu\text{g m}^{-3}$) from VBS-LA at 16h (UTC +2) of July 16th, the triangle represents the location of Paris.

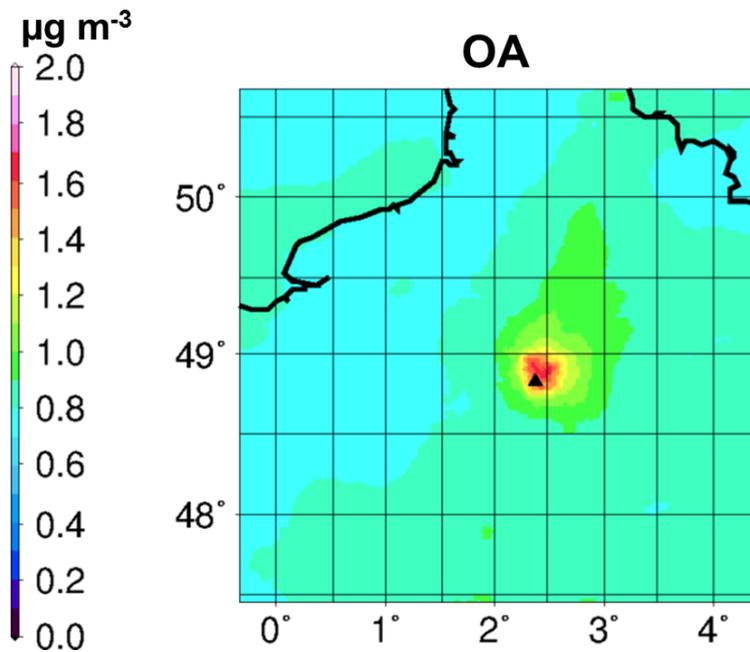


Fig. S11. Modeled monthly mean OA concentration in PM_{10} ($\mu\text{g m}^{-3}$) from VBS-LA which represents the influence of Paris emissions on OA levels, the triangle represents the location of Paris.

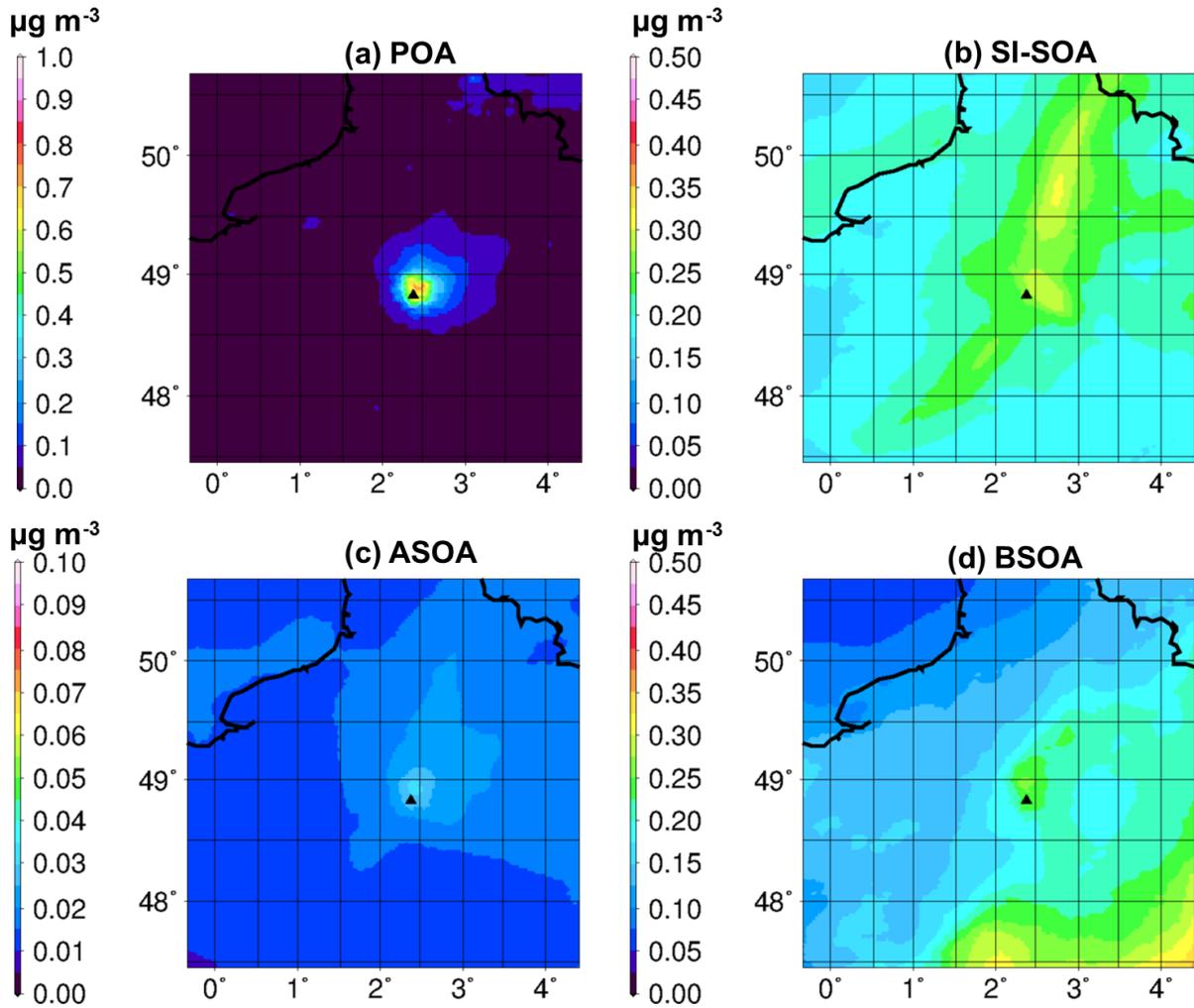


Fig. S12. Modeled monthly mean POA (a), SI-SOA (b), ASOA (c) and BSOA (d) concentration in PM_{10} ($\mu\text{g m}^{-3}$) from VBS-LA which represents the influence of Paris emissions on OA levels, the triangle represents the location of Paris.