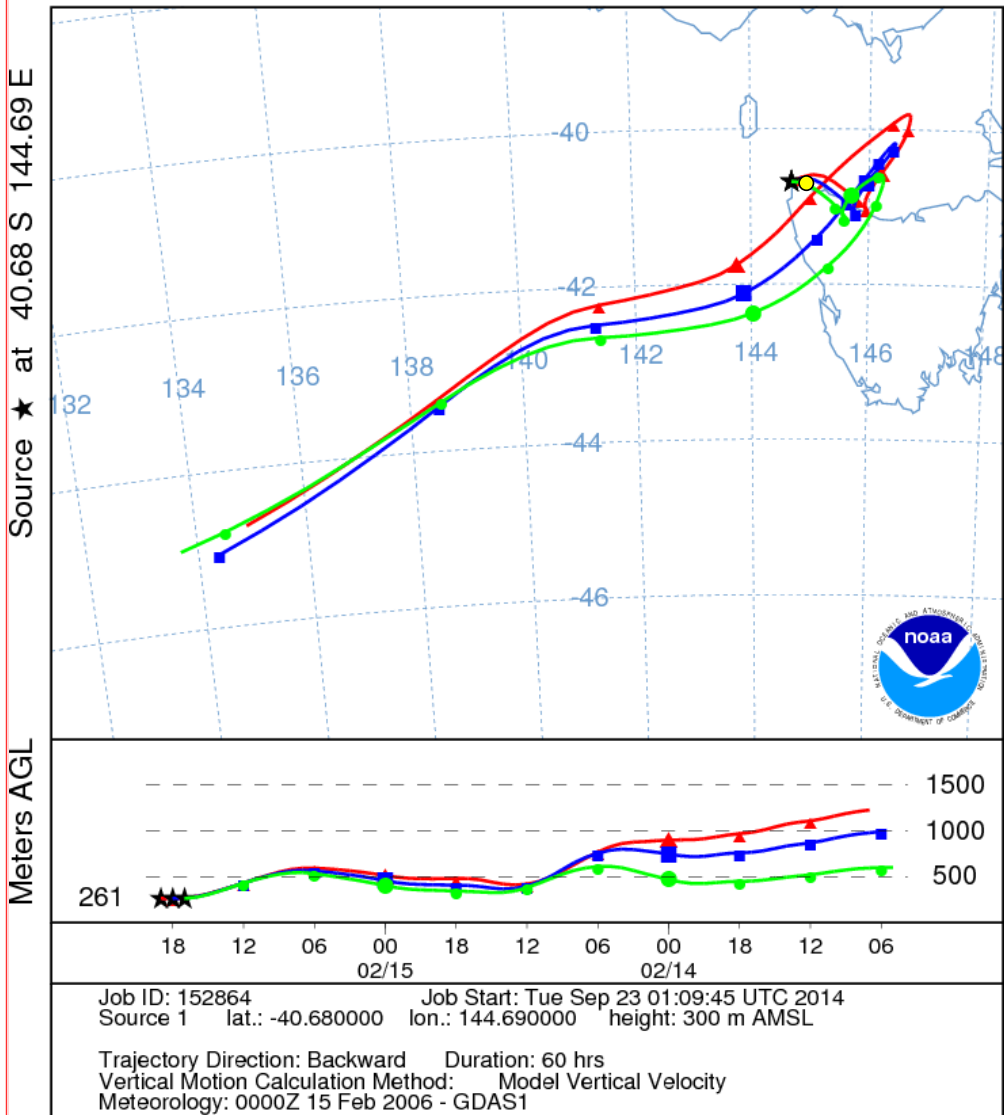


NOAA HYSPLIT MODEL
 Backward trajectories ending at 1900 UTC 15 Feb 06
 GDAS Meteorological Data



Comment [law208 1]: Fire location has been added to all figures and the location of Melbourne has also been labelled where it is visible in the figure.

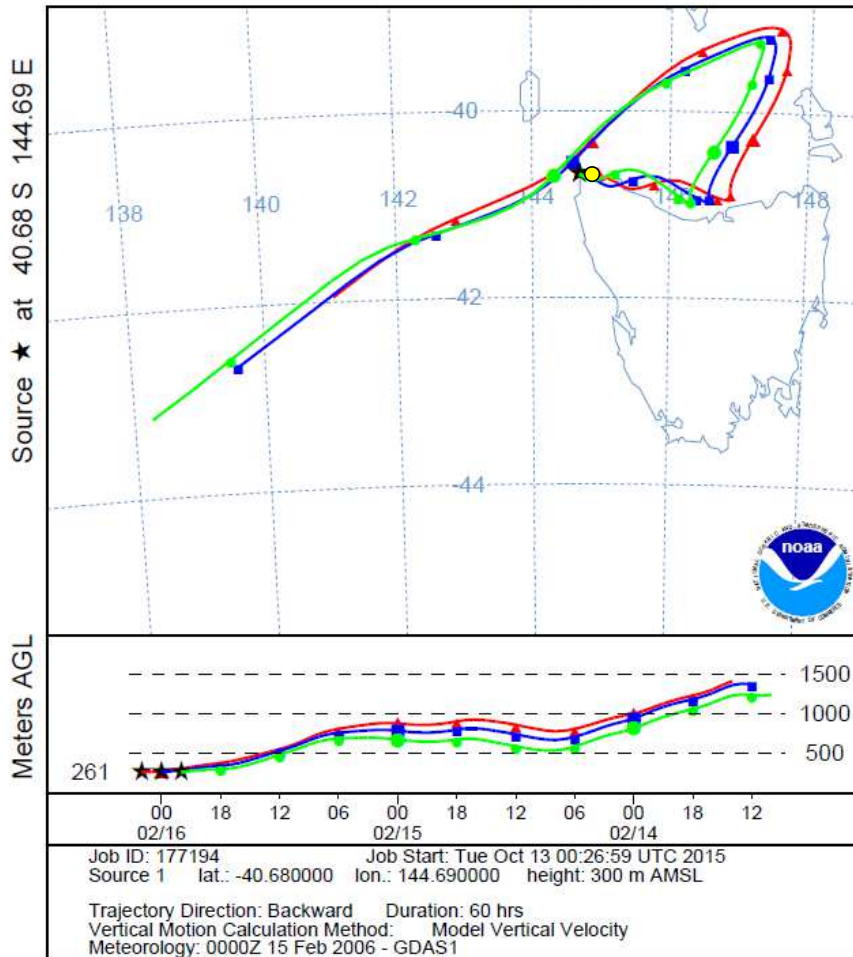
1

2 Fig 1a. Air mass back trajectory corresponding to BB1 Period A, fresh BB plume. Three back
 3 trajectories have been run and finish at 3:00, 4:00 and 5:00 on 16th February 2006 Australian
 4 Eastern Standard Time (AEST). Yellow circle indicates approximate fire location.

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Comment [law208 2]: The times that the back trajectories correspond to have been added for all figures

NOAA HYSPLIT MODEL
 Backward trajectories ending at 0200 UTC 16 Feb 06
 GDAS Meteorological Data

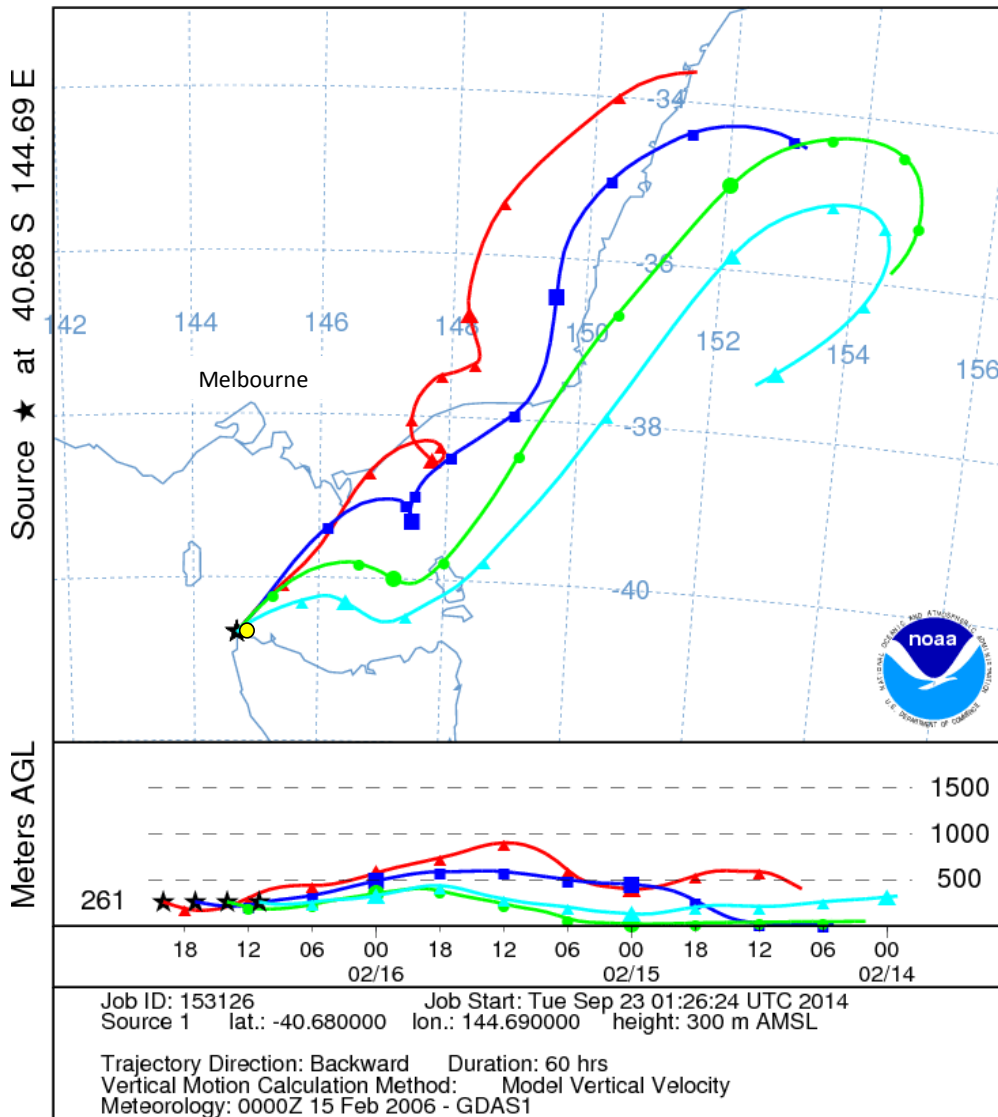


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 2 **Fig 1b.** Air mass back trajectory corresponding to BB1 Period B, particle growth event. Three back
 3 trajectories have been run and finish at 8:00, 10:00 and 12:00 on 16th February 2006 Australian
 4 Eastern Standard Time (AEST). Yellow circle indicates approximate fire location.

Comment [law208 3]: These back trajectories have been rerun

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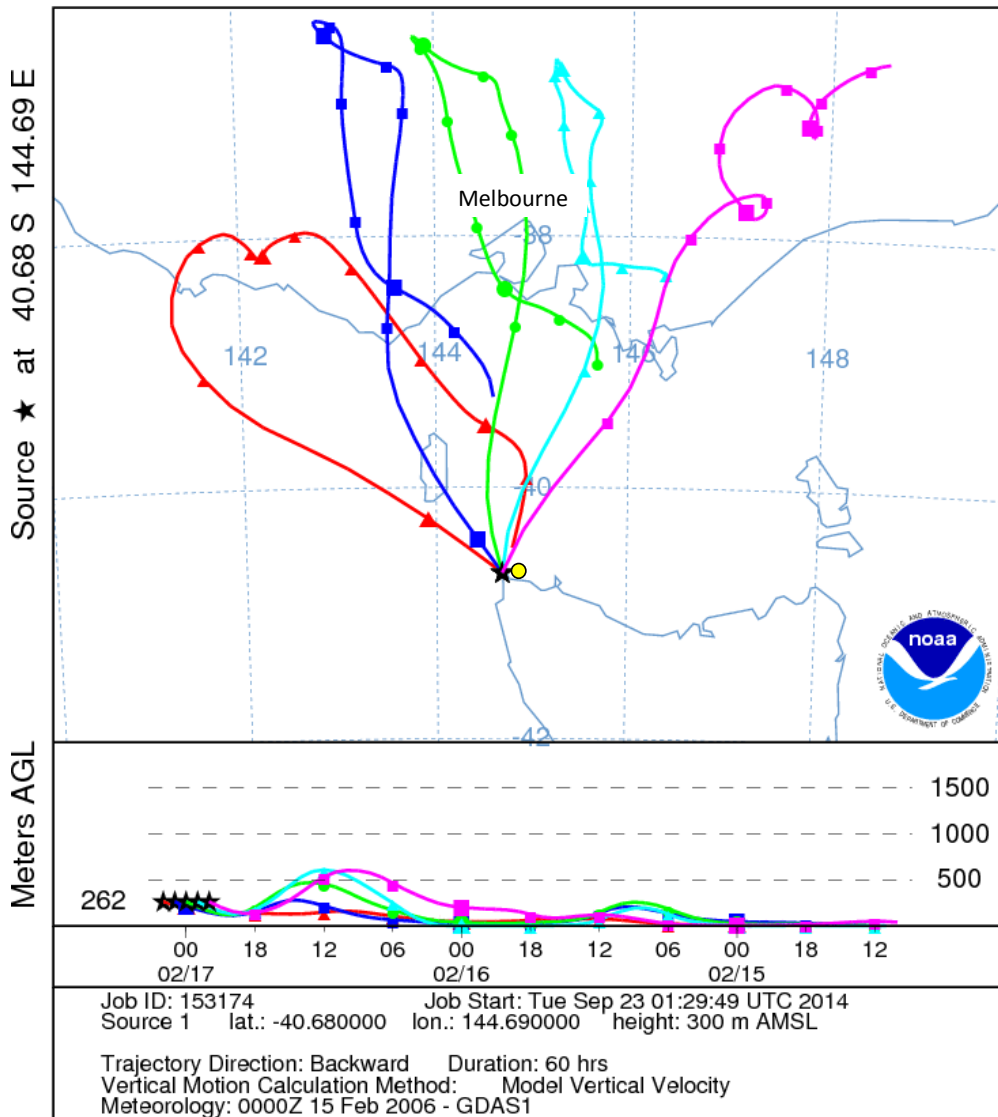
NOAA HYSPLIT MODEL
 Backward trajectories ending at 2000 UTC 16 Feb 06
 GDAS Meteorological Data



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 2 Fig 1c. Air mass back trajectory corresponding to BB1 Period C, mainland influence (background).
 3 Four back trajectories have been run and finish at 21:00 on the 16 February, 0:00, 3:00 and 6:00 on
 4 17th February 2006 Australian Eastern Standard Time (AEST). Yellow circle indicates approximate fire
 5 location.

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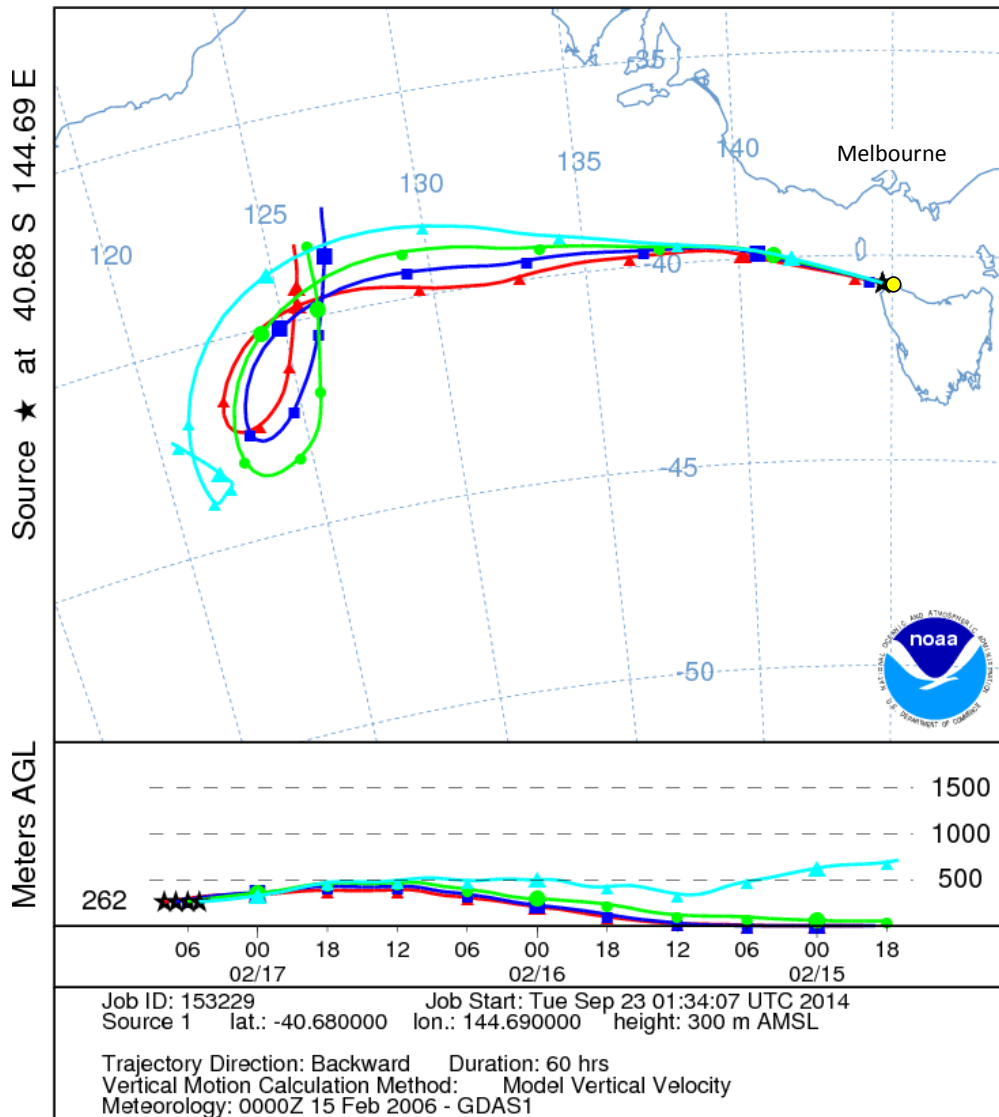
NOAA HYSPLIT MODEL
 Backward trajectories ending at 0200 UTC 17 Feb 06
 GDAS Meteorological Data



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 2 Fig 1d. Air mass back trajectory corresponding to BB1 Period D, mainland influence (urban). Five
 3 back trajectories have been run and finish at 8:00, 9:00, 10:00, 11:00 and 12:00 on 17th February
 4 2006 Australian Eastern Standard Time (AEST). Yellow circle indicates approximate fire location.

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NOAA HYSPLIT MODEL
 Backward trajectories ending at 0800 UTC 17 Feb 06
 GDAS Meteorological Data



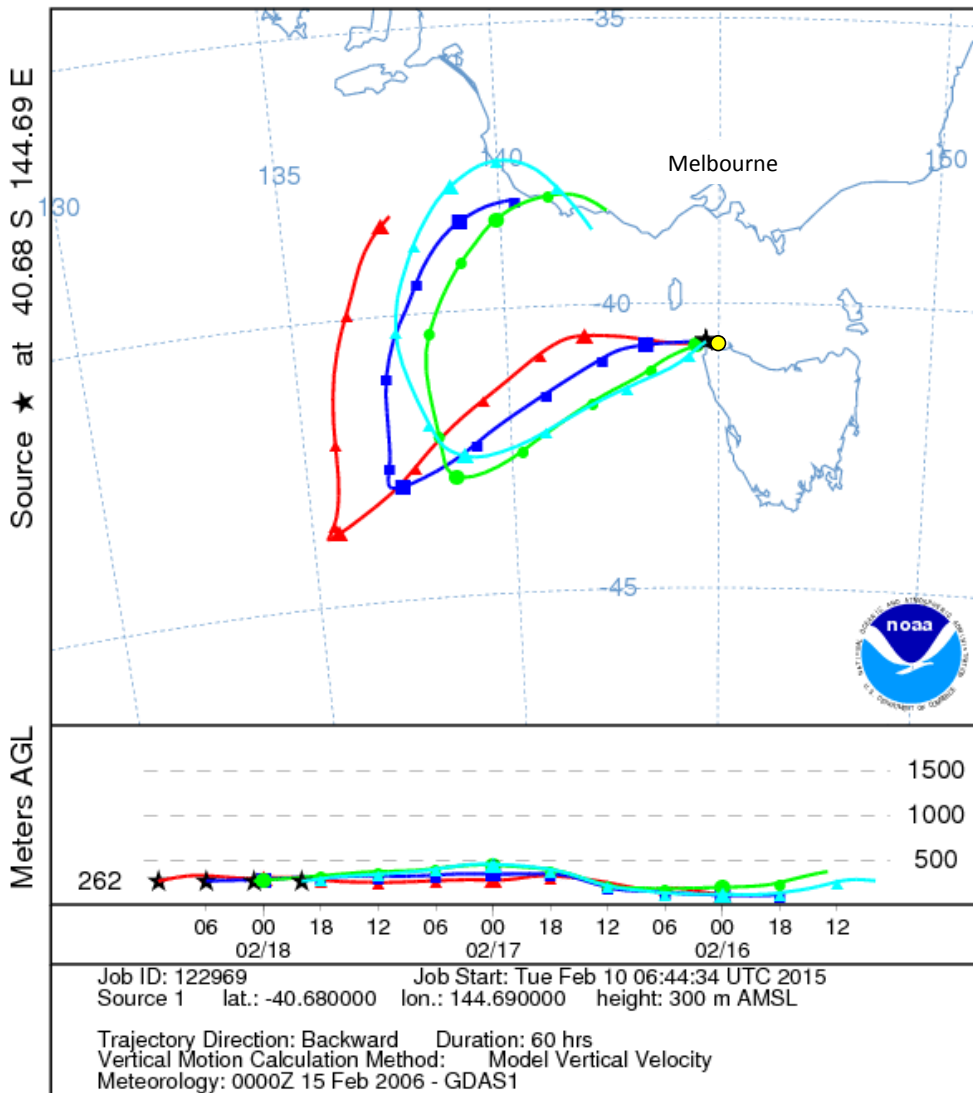
1

2 Fig 1e. Air mass back trajectory corresponding to BB1 Period E, clean marine air. Four back
 3 trajectories have been run and finish at 15:00, 16:00, 17:00 and 18:00 on 17th February 2006
 4 Australian Eastern Standard Time (AEST). Yellow circle indicates approximate fire location.

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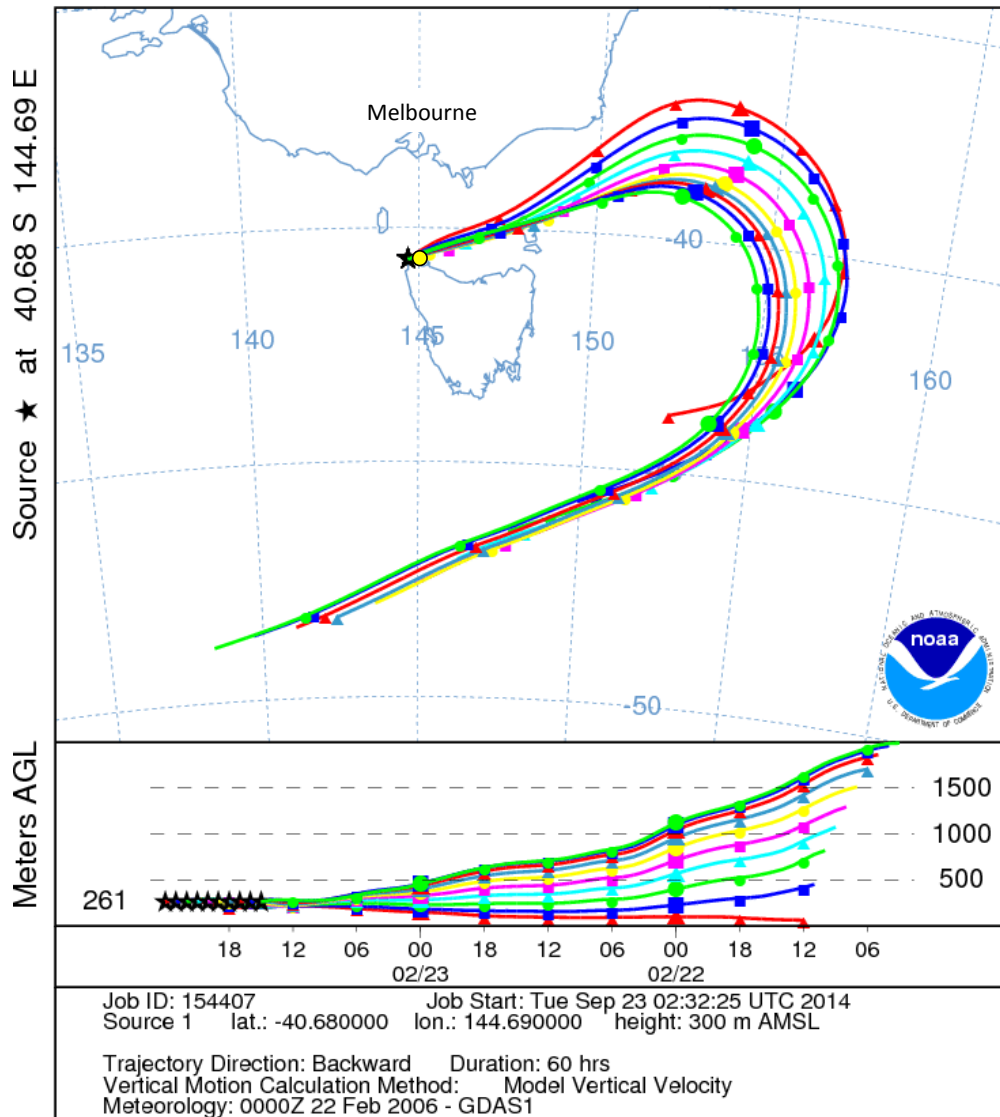
NOAA HYSPLIT MODEL
 Backward trajectories ending at 1100 UTC 18 Feb 06
 GDAS Meteorological Data



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 2 Fig 1 f. Air mass back trajectory corresponding to BB1 Period F, marine air with minor terrestrial
 3 influence. Four back trajectories have been run and finish at 6:00, 11:00, 16:00 and 21:00 on 18th
 4 February 2006 Australian Eastern Standard Time (AEST). Yellow circle indicates approximate fire
 5 location.

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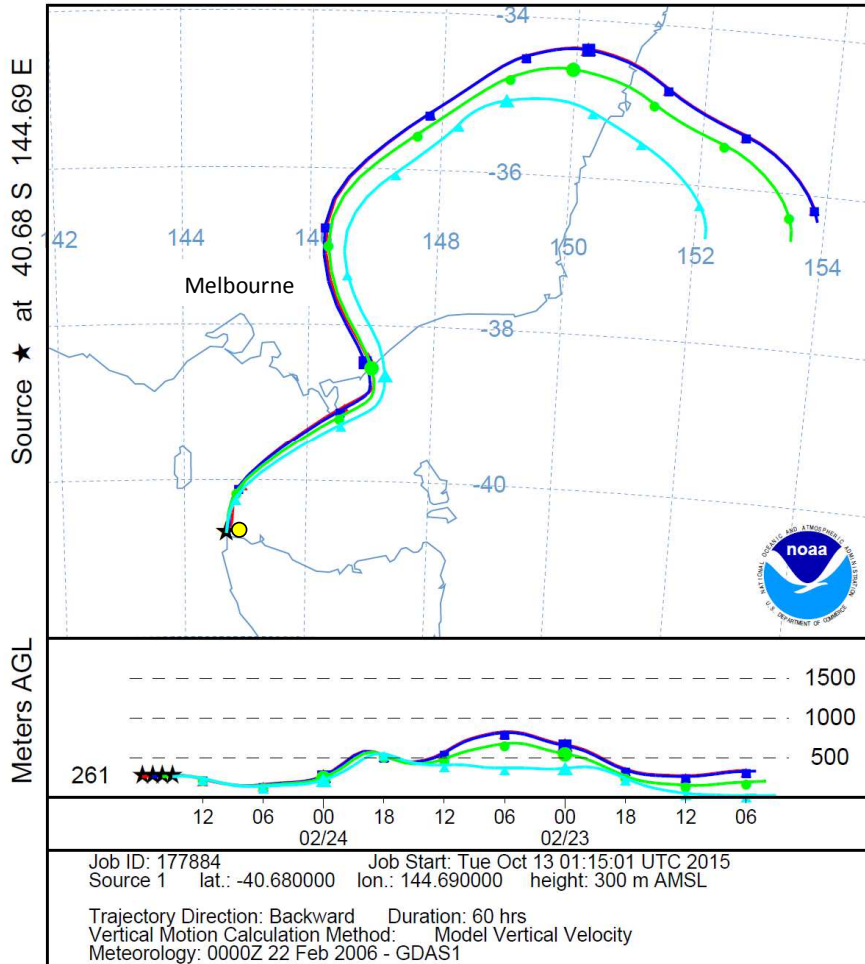
NOAA HYSPLIT MODEL
 Backward trajectories ending at 0000 UTC 24 Feb 06
 GDAS Meteorological Data



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 2 Fig 2a. Air mass back trajectory corresponding to BB2 Period A, fresh BB plume. Ten back trajectories
 3 have been run and finish at 1:00, 2:00, 3:00, 4:00, 5:00, 6:00, 7:00, 8:00, 9:00 and 10:00 on 24th
 4 February 2006 Australian Eastern Standard Time (AEST). Yellow circle indicates approximate fire
 5 location.

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NOAA HYSPLIT MODEL
 Backward trajectories ending at 1800 UTC 24 Feb 06
 GDAS Meteorological Data

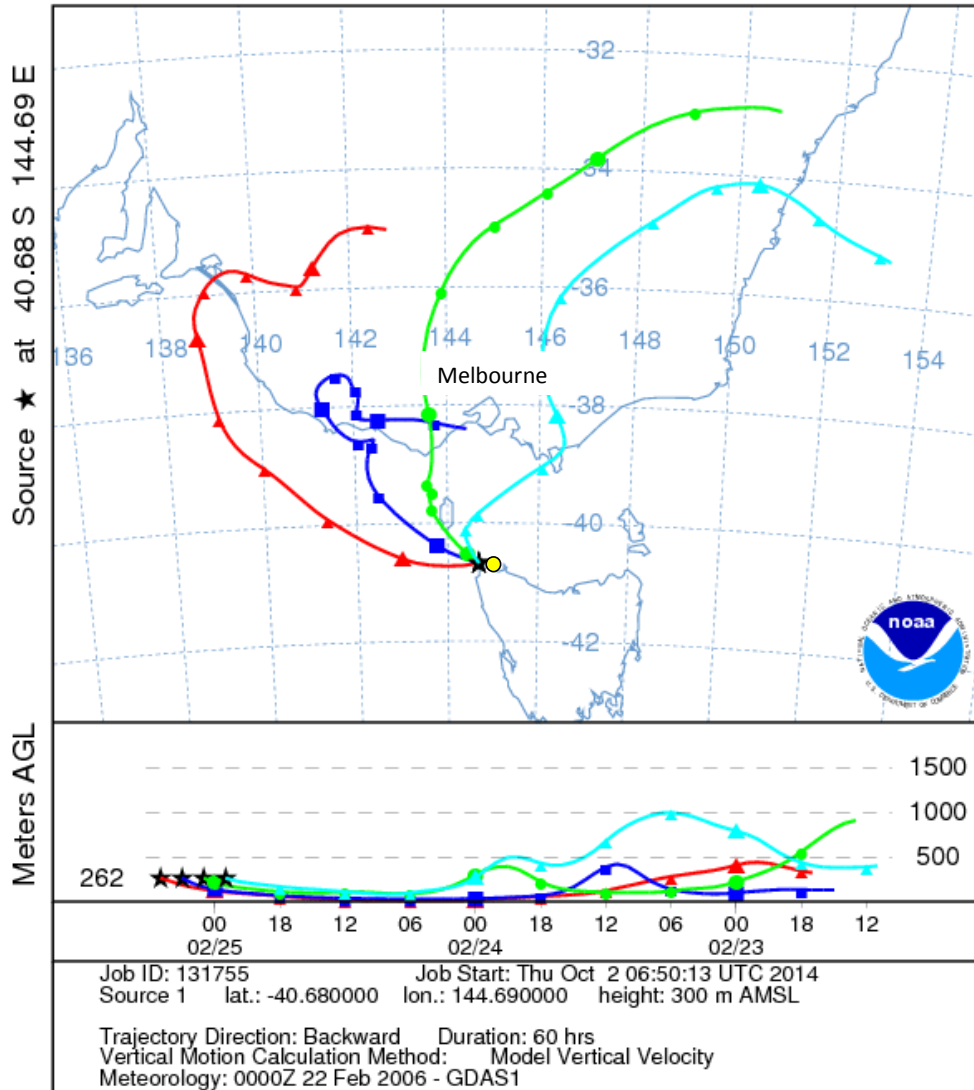


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Fig 2b. Air mass back trajectory corresponding to BB2 Period B, mainland influence (background). . . Four back trajectories have been run and finish at 1:00, 2:00, 3:00, 4:00 on 25th February 2006 Australian Eastern Standard Time (AEST). Yellow circle indicates approximate fire location.

Comment [law208 4]: Back traj been rerun for this figure

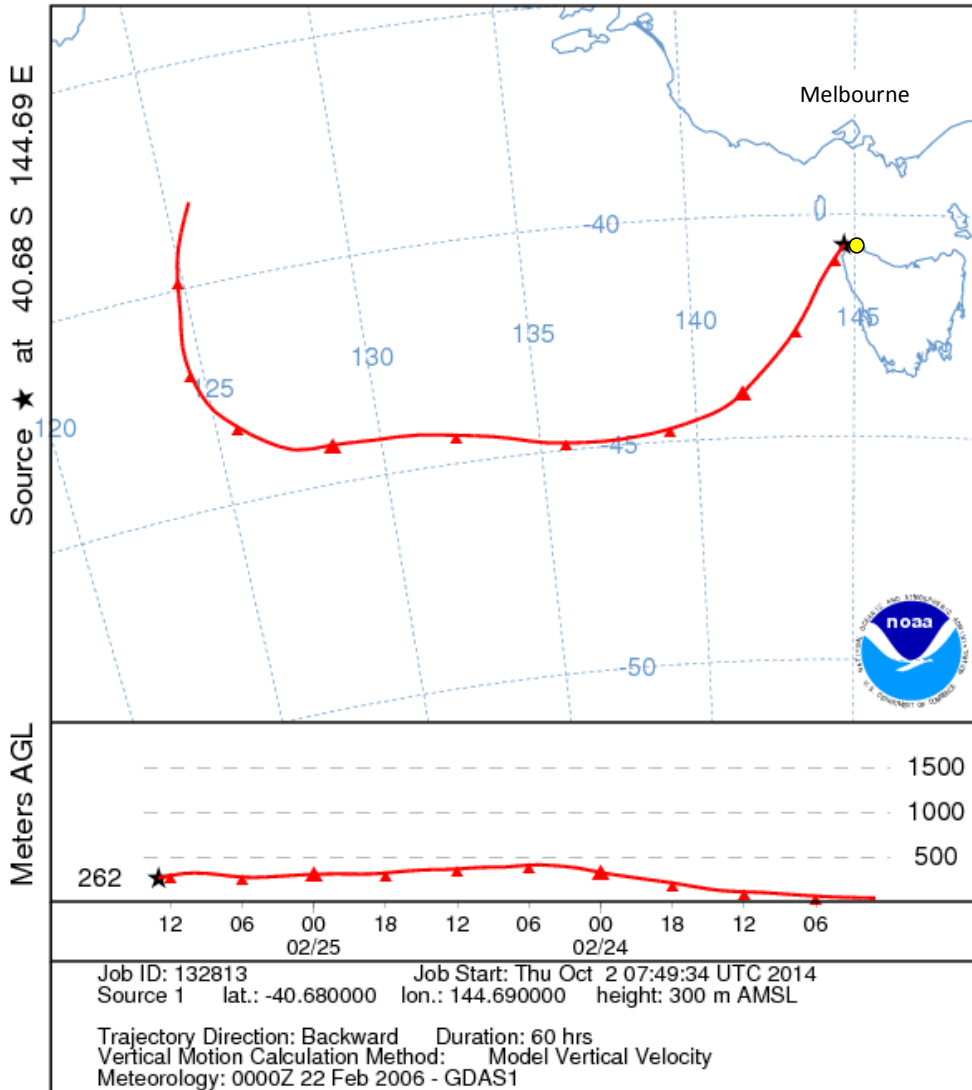
NOAA HYSPLIT MODEL
 Backward trajectories ending at 0500 UTC 25 Feb 06
 GDAS Meteorological Data



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Fig 2c. Air mass back trajectory corresponding to BB2 Period C, mainland influence (urban). Four back trajectories have been run and finish at 9:00, 11:00, 13:00 and 15:00 on 25th February 2006 Australian Eastern Standard Time (AEST). Yellow circle indicates approximate fire location.

NOAA HYSPLIT MODEL
 Backward trajectory ending at 1300 UTC 25 Feb 06
 GDAS Meteorological Data



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Fig 2d. Air mass back trajectory corresponding to BB2 Period D, clean marine air. Back trajectory ends at 23:00 on the 25th February 2006 Australian Eastern Standard Time (AEST). Yellow circle indicates approximate fire location.

Compound	formula	EF (g kg ⁻¹) ^a	EF (g kg ⁻¹) ^b
methane	CH ₄	3.8	2.5
hydrogen	H ₂	0.93	0.64
ethane	C ₂ H ₆	0.41	0.30
hydrogen cyanide (m/z 28)	HCN	0.73	0.49
methanol (m/z 33)	CH ₃ OH	2.07	1.4
acetonitrile (m/z 42)	C ₂ H ₃ N	0.32	0.17
acetaldehyde (m/z 45)	CH ₃ CHO	0.92	0.62
acetone/propanal (m/z 59)	C ₃ H ₆ O	0.54	0.36
acetic acid (m/z 61)	CH ₃ COOH	0.75	0.52
furan/isoprene (m/z 69)	C ₄ H ₄ O	1.69	1.15
MVK/MAK (m/z 71)	C ₄ H ₆ O	0.38	0.26
methylglyoxal/methyl ethyl ketone (m/z 73)	C ₄ H ₆ O	0.35	0.24
benzene (m/z 79)	C ₆ H ₆	0.69	0.47
unknown (m/z 85)	unknown	0.57	0.39
unknown (m/z 87)	C ₄ H ₆ O ₂	0.39	0.27
toluene (m/z 93)	C ₇ H ₈	0.30	0.20
phenol (m/z 95)	C ₆ H ₅ OH	0.35	0.24
xylenes (m/z 107)	C ₈ H ₁₀	0.26	0.18
unknown (m/z 113)	unknown	0.25	0.17
C ₃ -benzenes (m/z 121)	C ₉ H ₁₂	0.27	0.18
monoterpenes (m/z 137)	C ₁₀ H ₁₆	0.11	0.08
methyl chloride	CH ₃ Cl	0.28	0.21
methyl bromide	CH ₃ Br	0.019	0.015
methyl iodide	CH ₃ I	0.0025	0.0019
black carbon	n/a	0.16	0.22

1 emission factors for selected species calculated using ^acarbon mass balance method and

2 ^b ER to CO method. EF for CO taken from temperate forest (Akagi et al 2011)

3

4 EFs (g/kg fuel) were calculated using the equation detailed in Andreae et al., (2001), using CO as the
5 reference gas:

$$6 \quad EF(X) = ER(X/CO) \times \frac{MW(X)}{MW(CO)} \times EF(CO) \quad (1)$$

7 Where EF (X) is the calculated emission factor in g/kg fuel, ER (X/CO) is the molar emission ratio with
8 respect to CO, MW(X) is the molecular weight of the trace species, MW (CO) is the molecular weight
9 of CO, and EF(CO) is the emission factor of CO. The EF (CO) used was the temperate average EF from
10 Akagi et al., (2011) (original publication) of 89 ±32 g CO kg⁻¹ fuel, which corresponds to MCE of 0.92.

11