

Supplementary Material of

**Evaluation of Anthropogenic Emissions and Ozone Pollution in the North China Plain:
Insights from the Air Chemistry Research in Asia (ARIAs) Campaign**

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Table S1 shows the aircraft instrumentation on the Y12 aircraft during ARIAs. For synchronization of aircraft measurements, we first synchronized Picarro measurements of CO₂, CO and CH₄, which have a 6-second lag time that takes for a plume to transport from the aircraft sample inlet to the Picarro cavity to be detected the analyzer. The lag time was determined by introducing a pulse of CO₂/CO/CH₄ calibration standard into the sample inlet and then measure the time it takes for the Picarro detects the pulsed signals. All other measurements were then synchronized based on concurrent peak appearance of these measurements and the Picarro measurements.

Table S1. UMD Aircraft Instrumentation

Variable	Method	Sample Frequency	Precision/Accuracy*
Position	GPS	1 s	Horizontal: ~1 / ±2.5 m Vertical: ~1 / ±3.75 m
Meteorology (T, RH, P, 2-D Wind)	Cloud water inertial probe (CWIP): Hotwire, advanced heading reference system, 5-hole gust probe	1 s	T: 0.2 / ±0.5 °C P: 2.6 hPa / ±0.25% of FS RH: 1 / ±2% WS: 0.5 / ±1.0 m/s WD: 5 / ±10 °
Greenhouse gas CO ₂ /CH ₄ /CO/H ₂ O	Cavity Ring Down Spectroscopy Picarro Model G2401-m	2 s	CO ₂ : 0.02 / ±0.1 ppm CH ₄ : 0.2 / ±1 ppb CO: 4.2 / ±10 ppb
Ozone (O ₃)	UV Absorption	10 s	1 ppb / ±1%
Sulfur Dioxide (SO ₂)	Pulsed Fluorescence	10 s	0.1 ppb / ±3%
Nitrogen Dioxide (NO ₂)	Cavity enhanced absorption spectroscopy, Los Gatos	1 s	0.05 ppb / ±5%
Reactive Nitrogen (NO-NO _y)	Chemiluminescence	10 s	0.05 ppb / ±3%
Aerosol Scattering, b _{scat} (450, 550, 700 nm)	Nephelometer	1 s	±5x10 ⁻⁷ m ⁻¹ / ±5%
Aerosol Absorption, b _{abs} (565 nm)	Particle Soot Absorption Photometer (PSAP)	1 min	±5x10 ⁻⁷ m ⁻¹ / ±5%
Black Carbon (370, 470, 520, 590, 660, 880, 950 nm)	Aethalometer	2 min	0.05 µg/m ³ / ±5%
VOCs	Grab Canisters/GC-FID	5-6 / flight	Species dependent
Formaldehyde	Wet chemistry and fluorescence detection	90 seconds	0.1 ppb / ±5%

*The precisions are from the instrument specifications provided by the manufacturers while the accuracies are estimated from the uncertainties in calibration standards and mass flow controllers that are used to control flow rates of zero air and calibration gas.

Figure S1. ARIAs flights over the NCP and the WRF-CMAQ domains. Eleven Research Flights were conducted in May to Mid-June 2016.

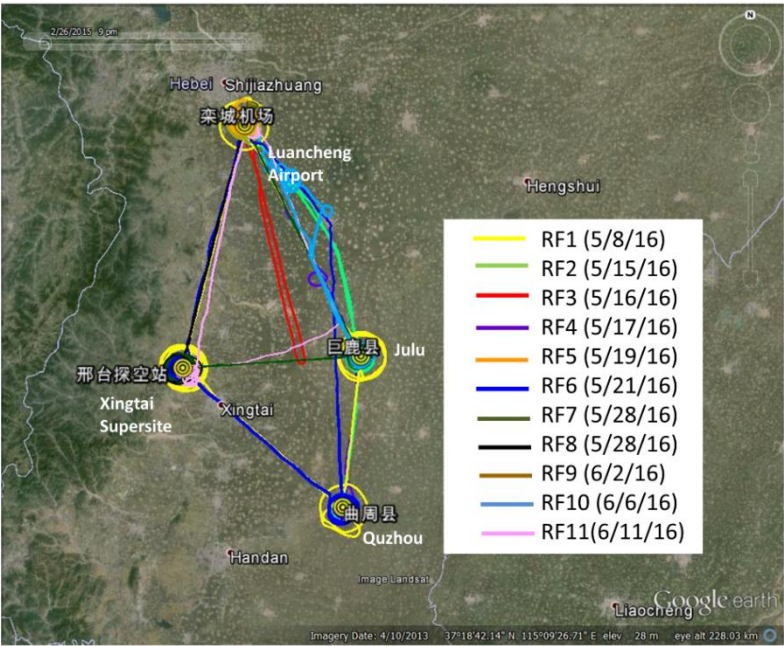


Figure S2. A plume observed over Xingtai during the flight on June 11, 2016. The height of mixing layer is around 1500 m AGL. Secondary peaks NO_2 at 500 m AGL and CO at 1500 m AGL were observed.

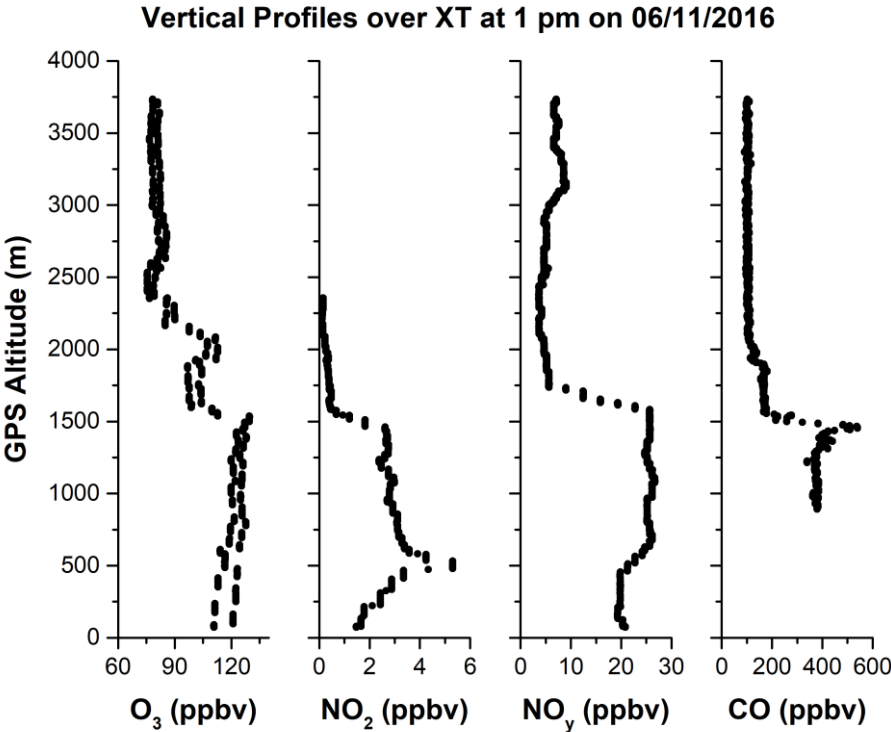
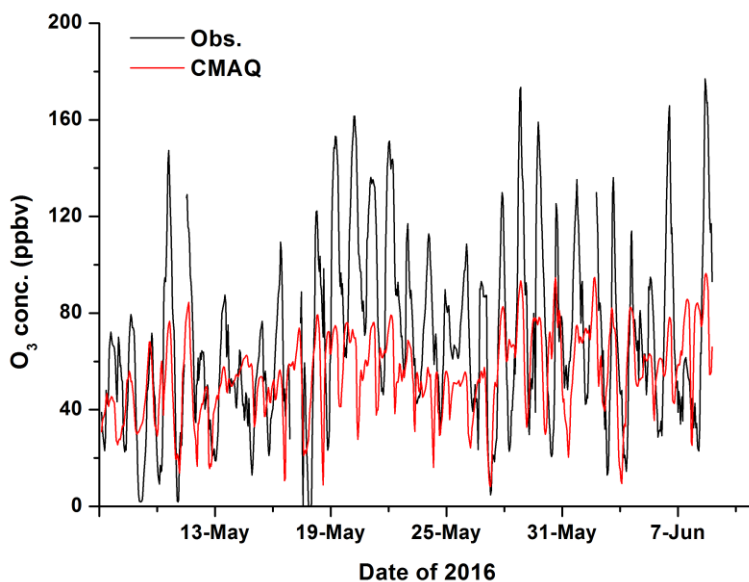
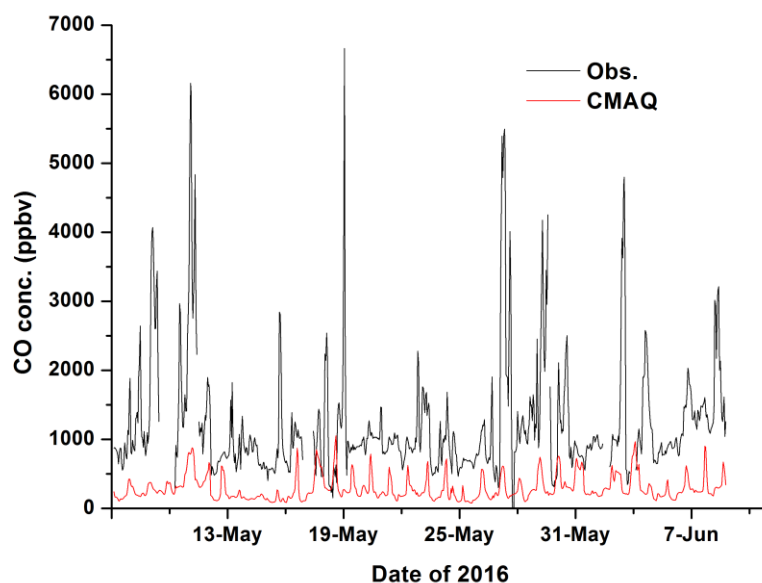


Figure S3. Comparison of surface hourly observations of air pollutants and CMAQ simulations at the Xingtai supersite from May to mid-June 2016. a) O₃, b) CO, c) NO₂^{*}, d) NO_x and e) HCHO. *Surface NO₂ is inferred as NO_x-NO from surface observations.

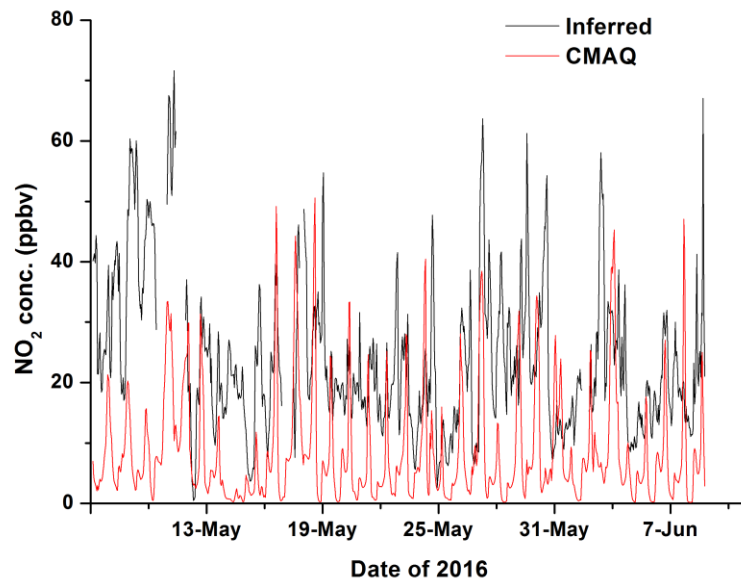
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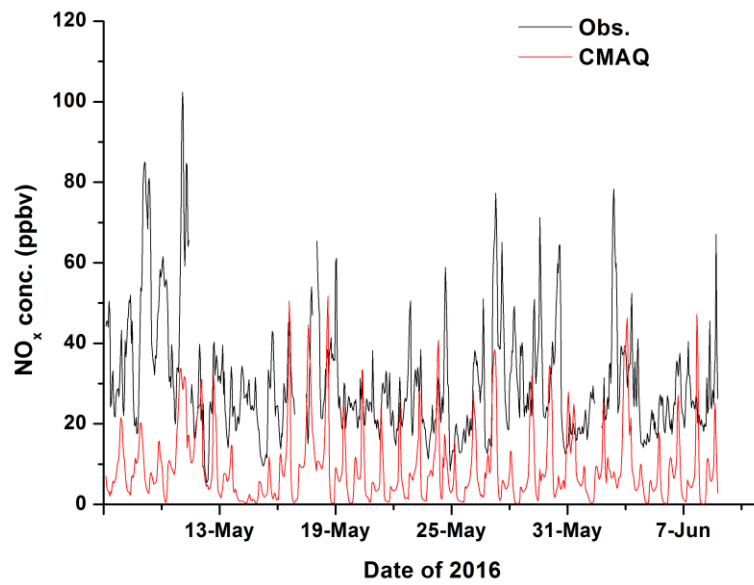
b)



56 c)



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58 d)



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60 e)

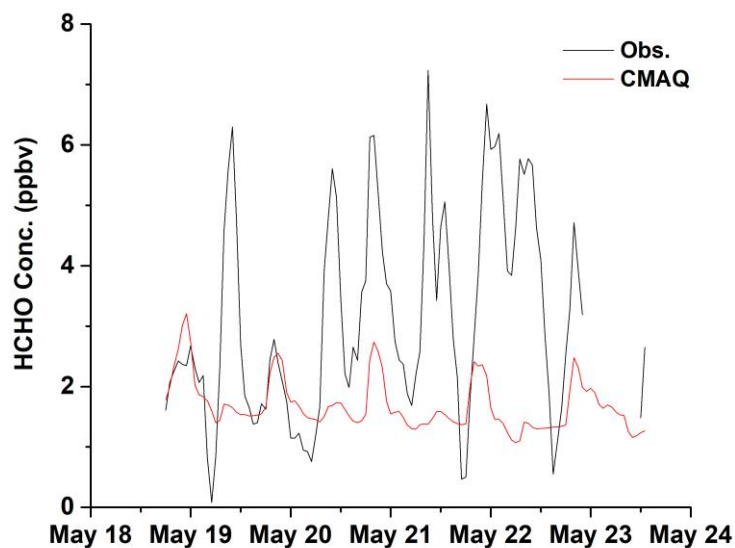


Figure S4. Terrain map of the Xingtai supersite (Picture obtained from Google Earth). The supersite is located on a small hill surrounded by mountains to the west. The Xingtai city (with ~ 1 million population) is located ~15 km southeast of the supersite.

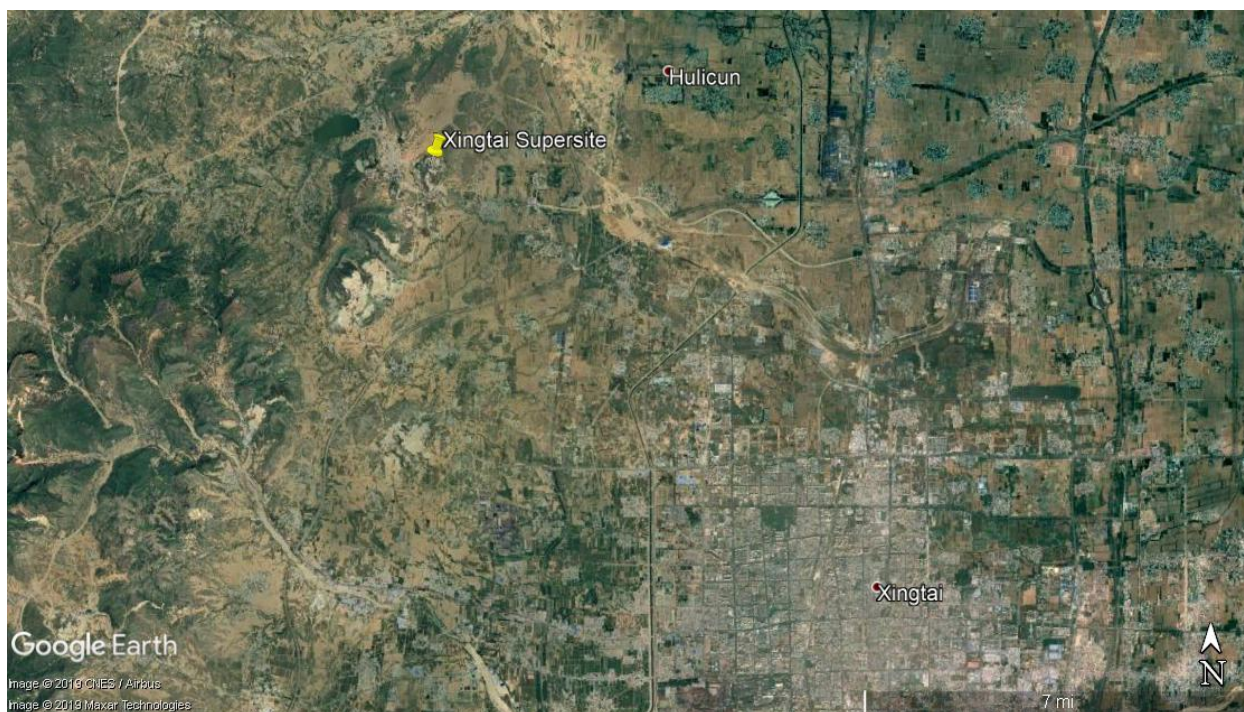


Figure S5. A case study comparing aircraft observations and the baseline CMAQ modeling results on June 11, 2016. Background: CMAQ simulations. Overlay: 1-min Y12 measurements. a) O₃, b) NO₂, c) NO, d) NO_y, e) CO.

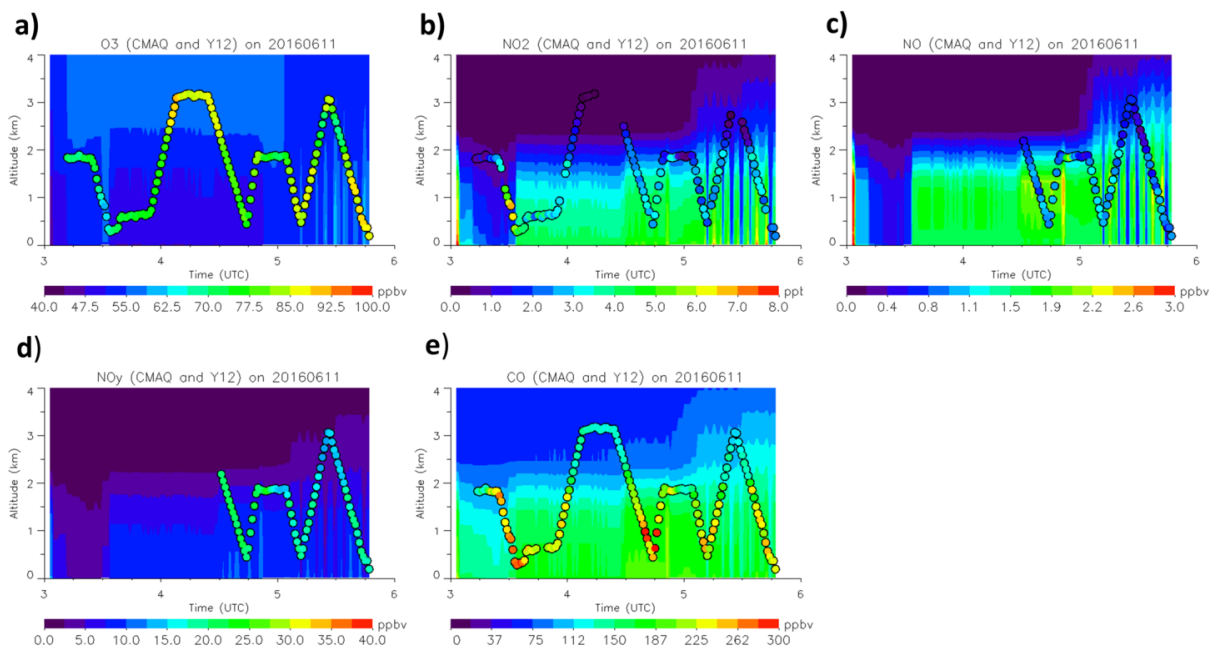
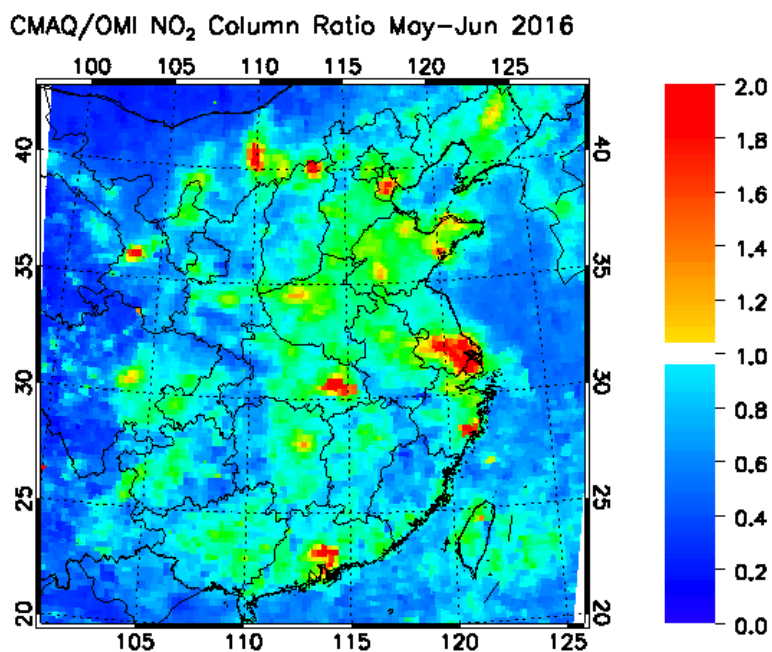
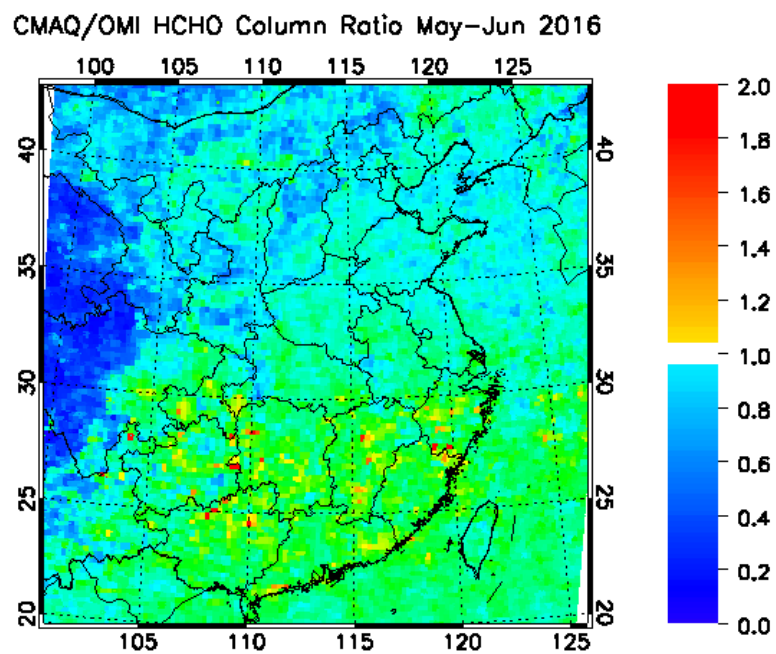


Figure S6. Ratios of column contents of the baseline CMAQ simulations and satellite observations. a) CMAQ/OMI NO₂; b) CMAQ/OMI HCHO; c) CMAQ/MOPITT CO.

a)

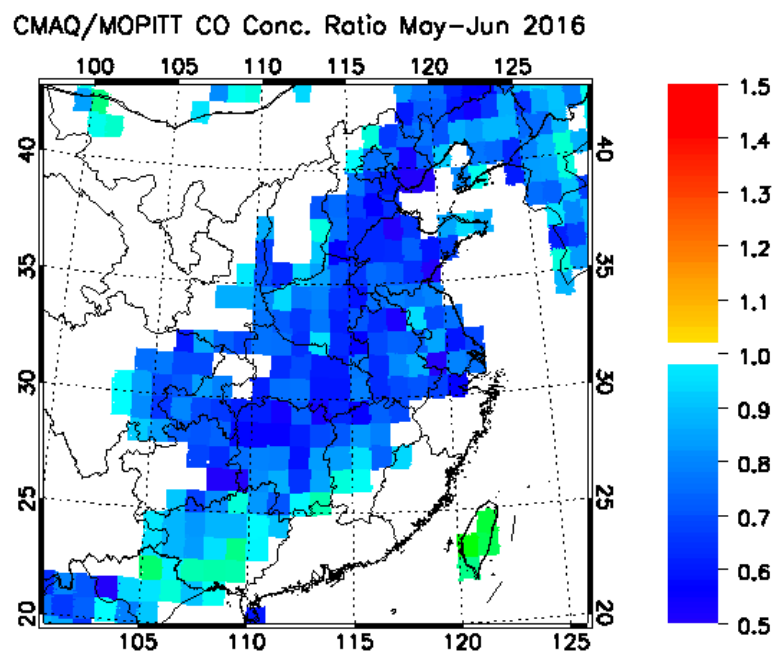


77 b)



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79 c)

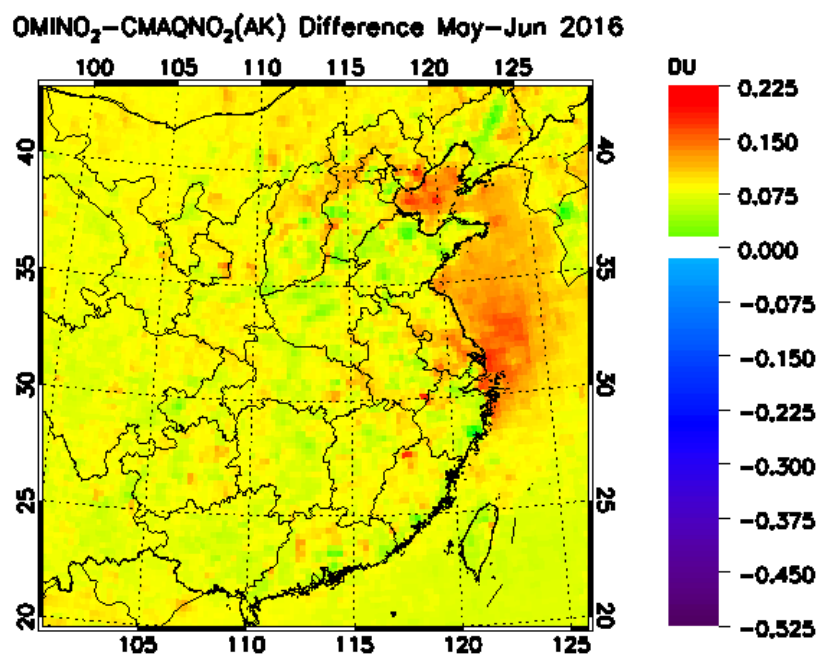


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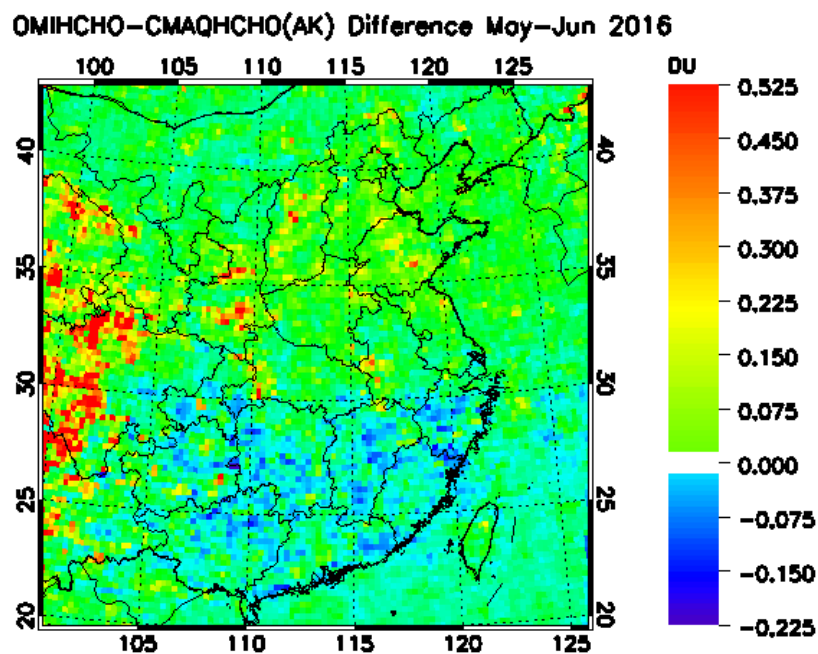
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Figure S7. Similar as Figure 7, but shows differences between satellite observations and CMAQ simulations in May and June 2016. a) difference of NO₂ column between OMI and CMAQ; b) difference of HCHO column between OMI and CMAQ; c) difference of near surface CO between MOPITT and CMAQ.

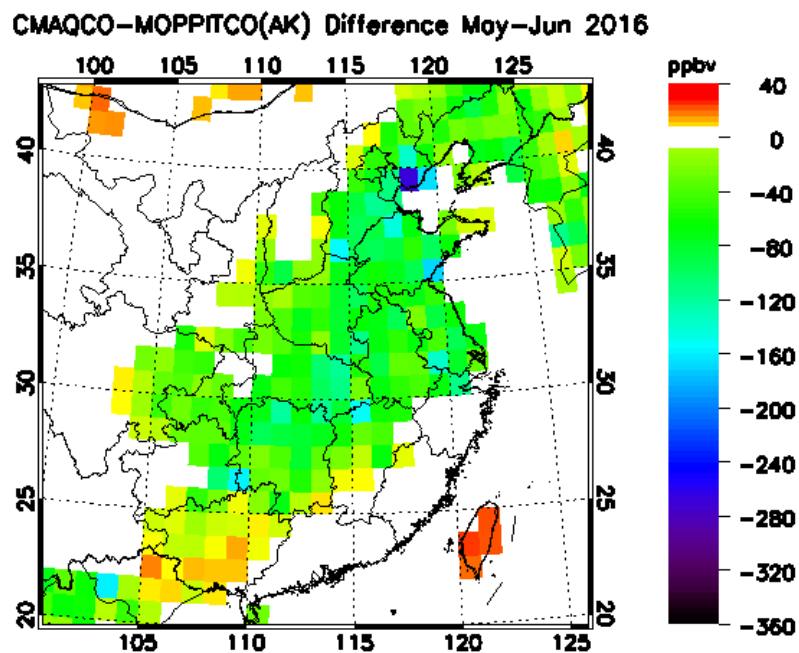
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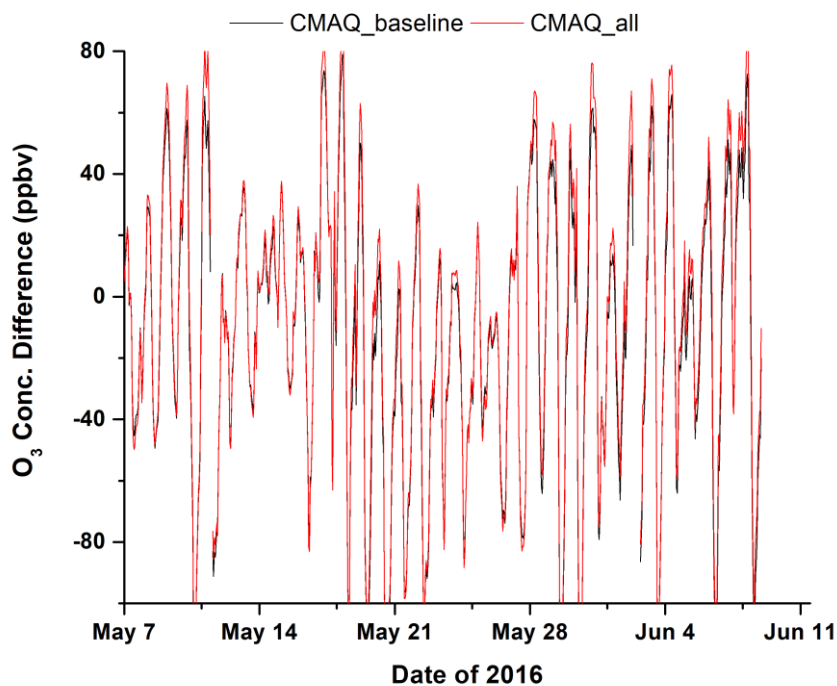
b)



91 c)

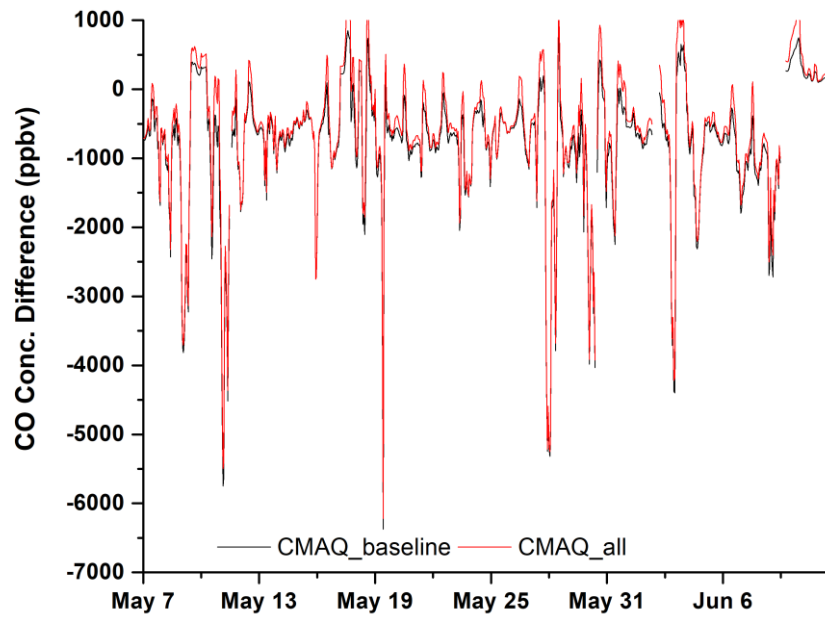


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94 **Figure S8.** Similar as Figure 10, but shows differences between CMAQ_baseline and
95 CMAQ_all runs with respect to surface observations. a) O₃, b) CO, c) NO₂, d) NO_x, e) HCHO
96 a)

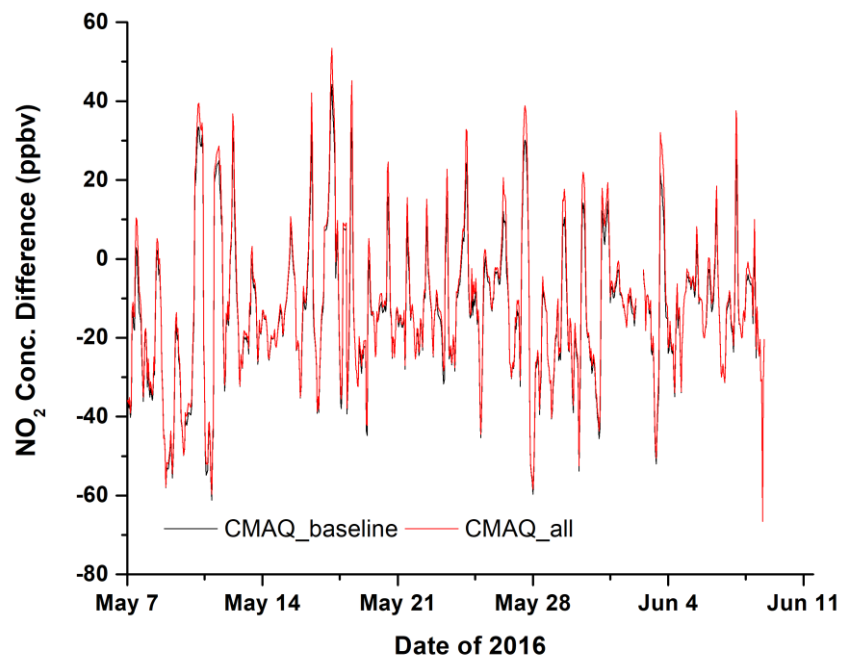


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99 b)

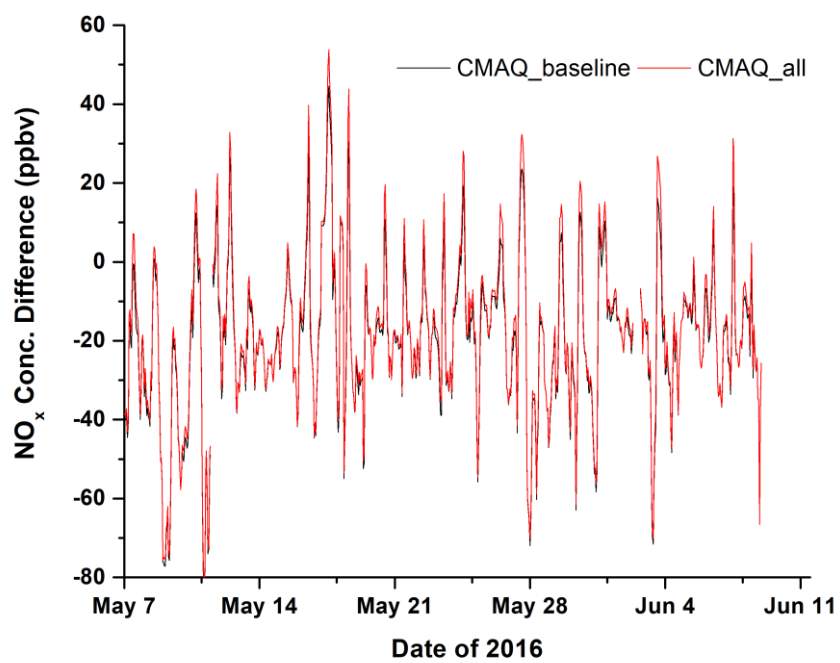


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101 c)

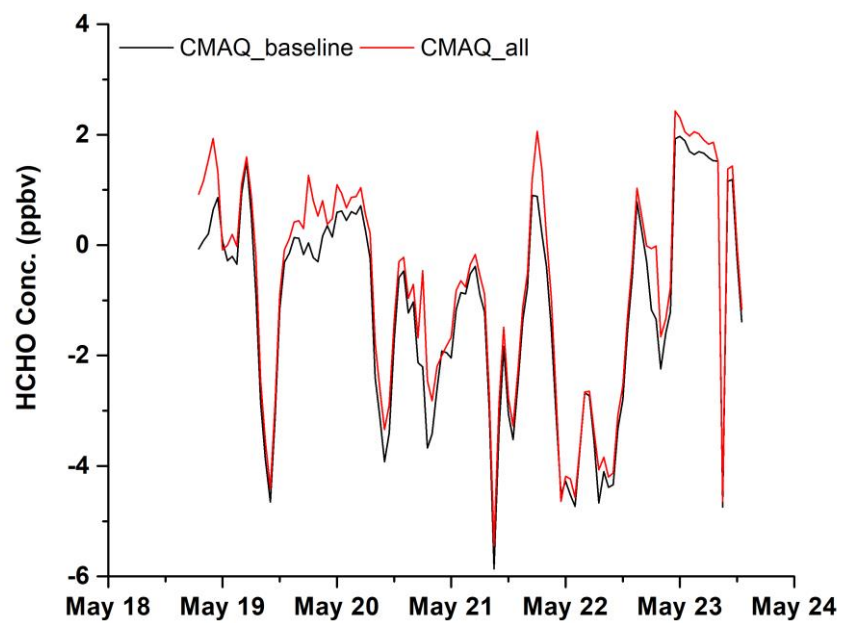


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104 d)



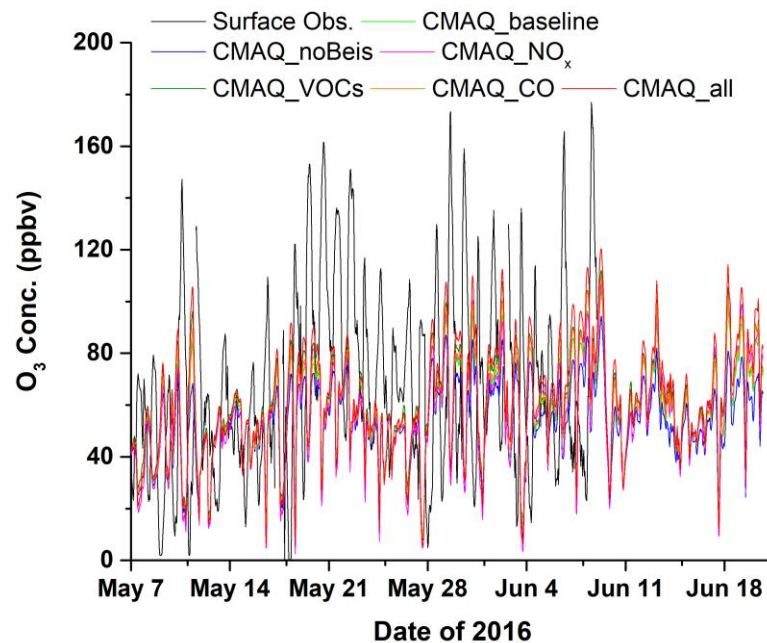
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106 e)



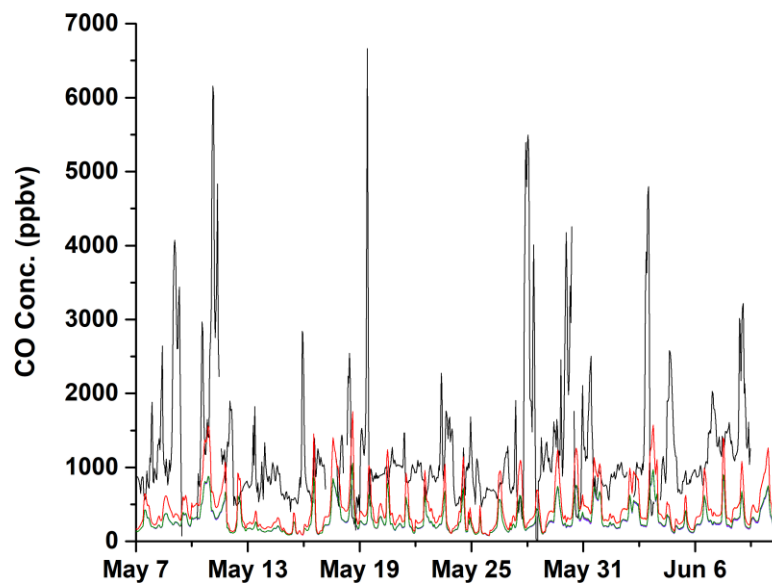
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Figure S9. Similar as Figure S3, but shows concentrations of air pollutants from all 6 CMAQ simulations.

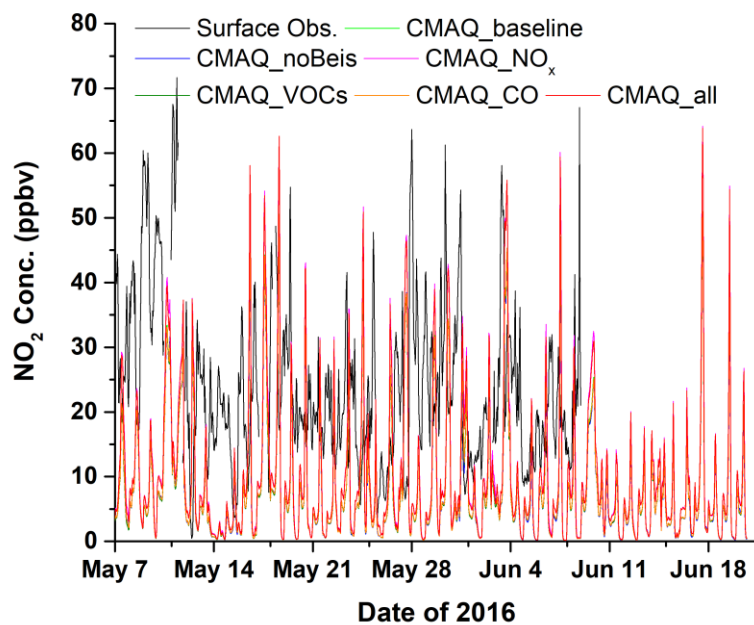
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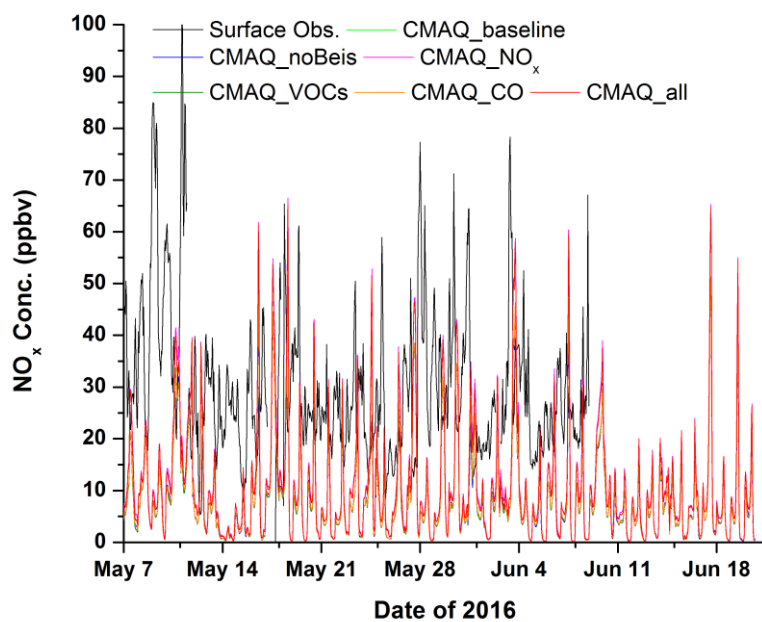
b)



115 c)

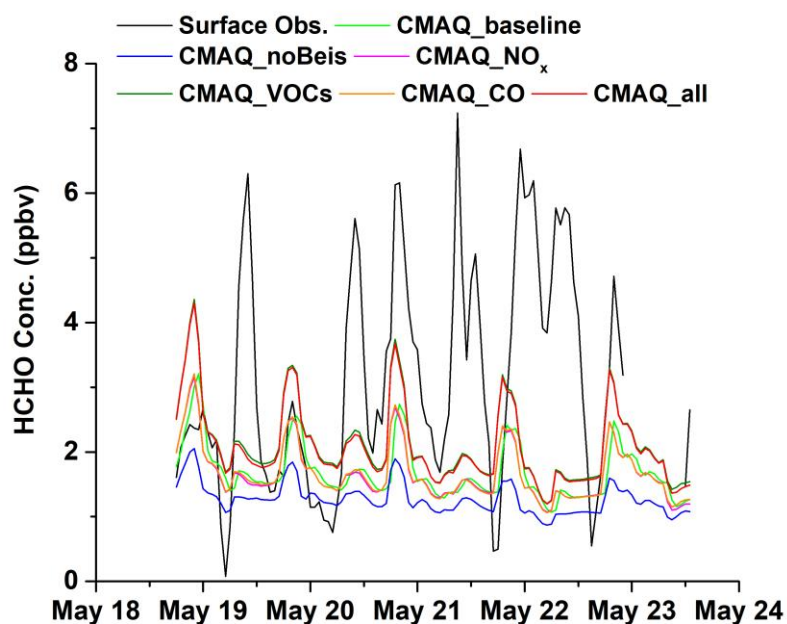


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117 d)

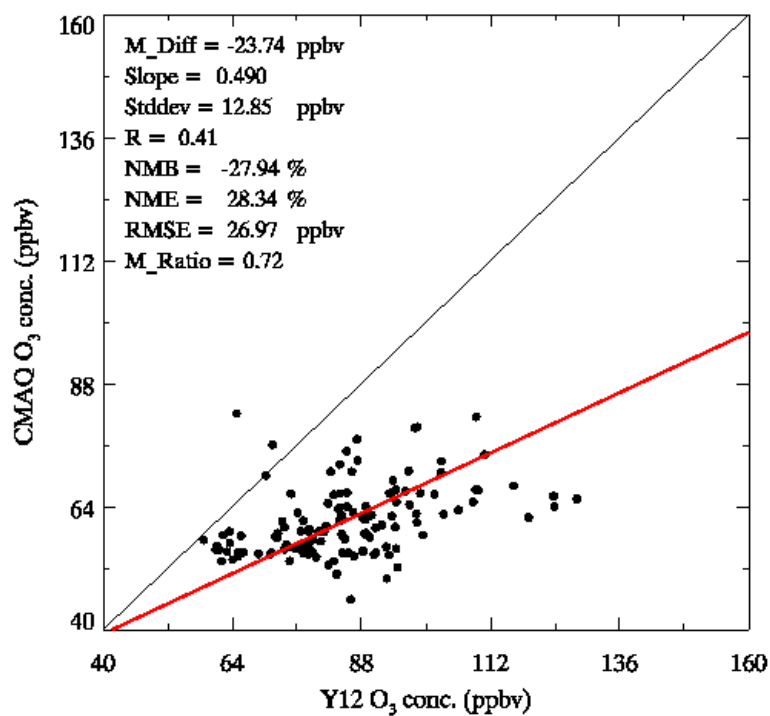


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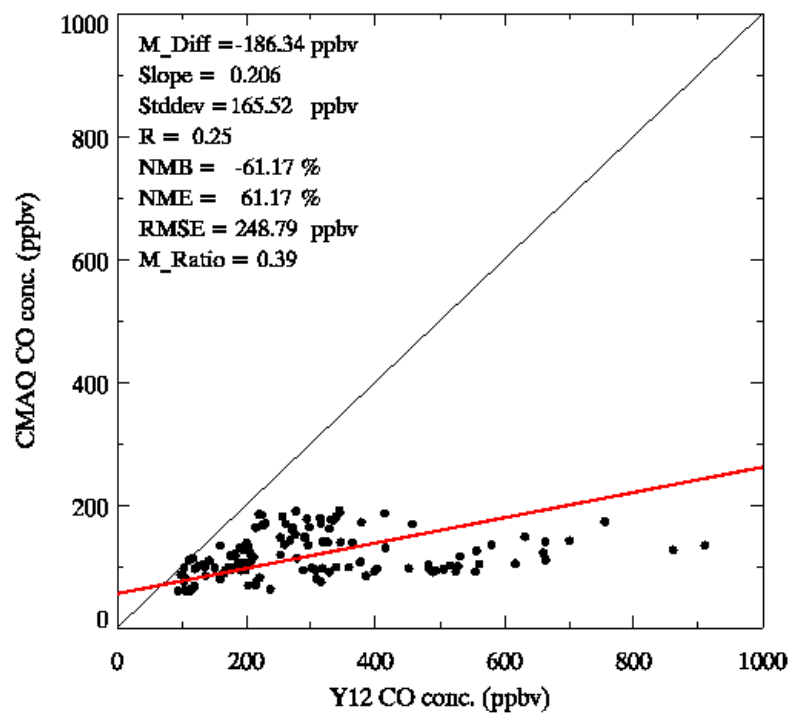
119 e)



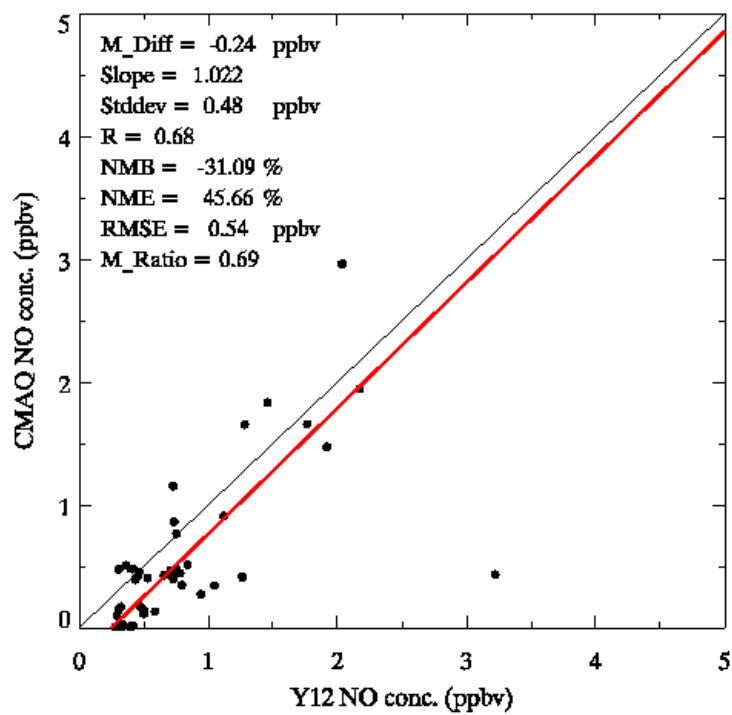
120 **Figure S10.** Similar as Figure 4, but shows results from other CMAQ sensitivity experiments.
 121
 122 a) CMAQ_noBEIS



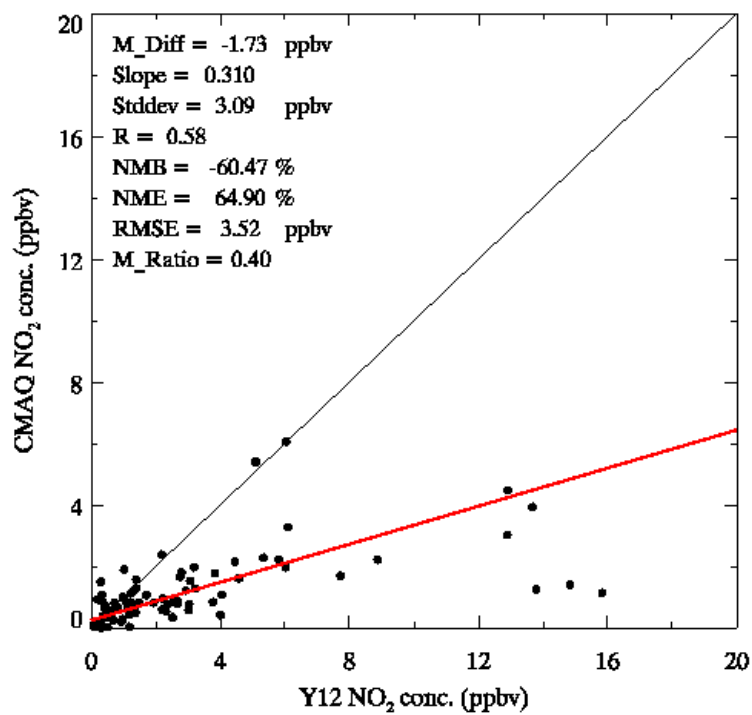
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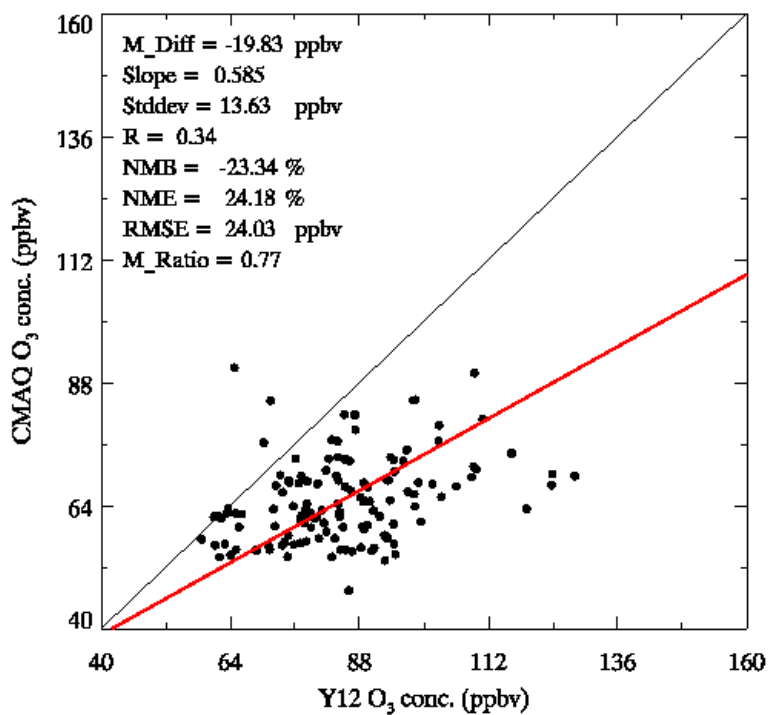
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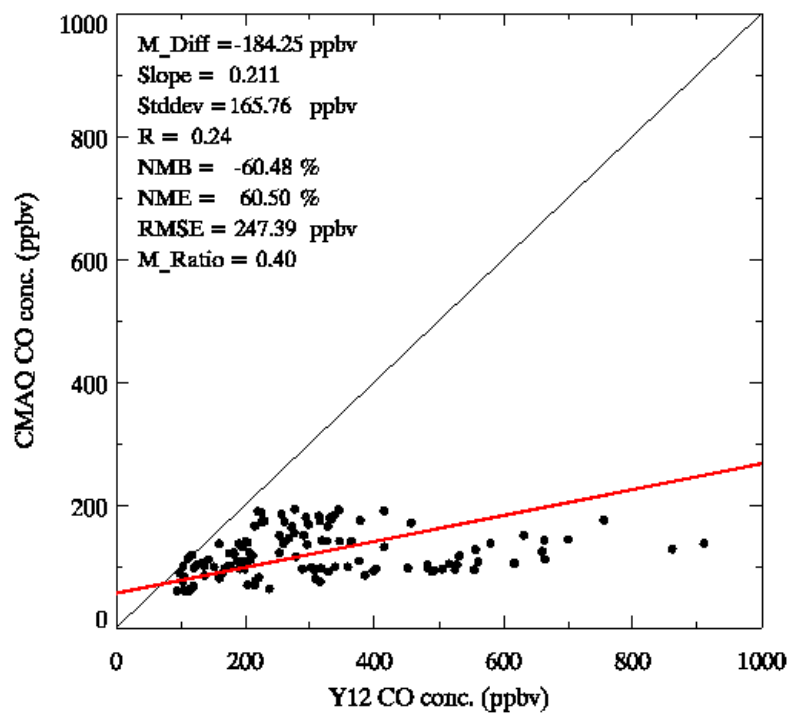
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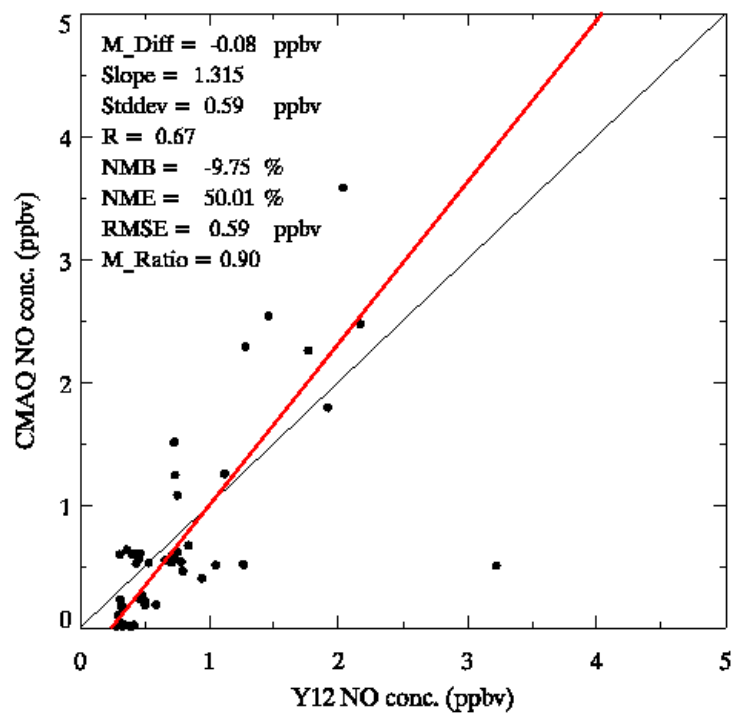
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127 b) CMAQ_NOx



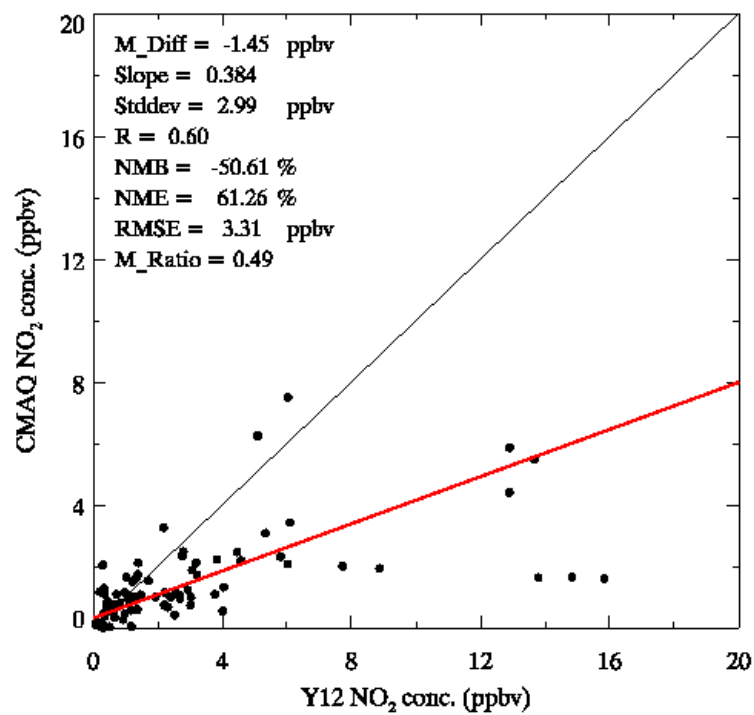
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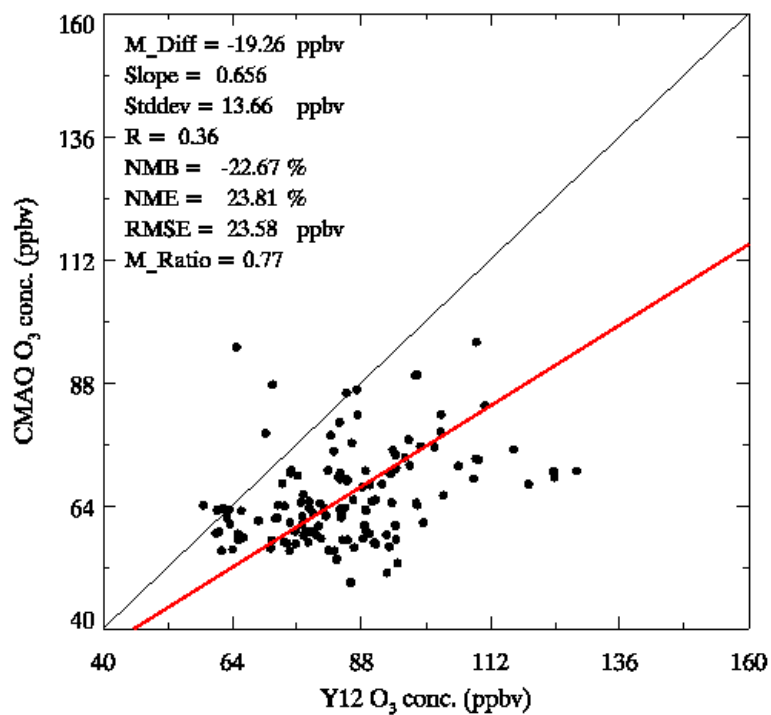
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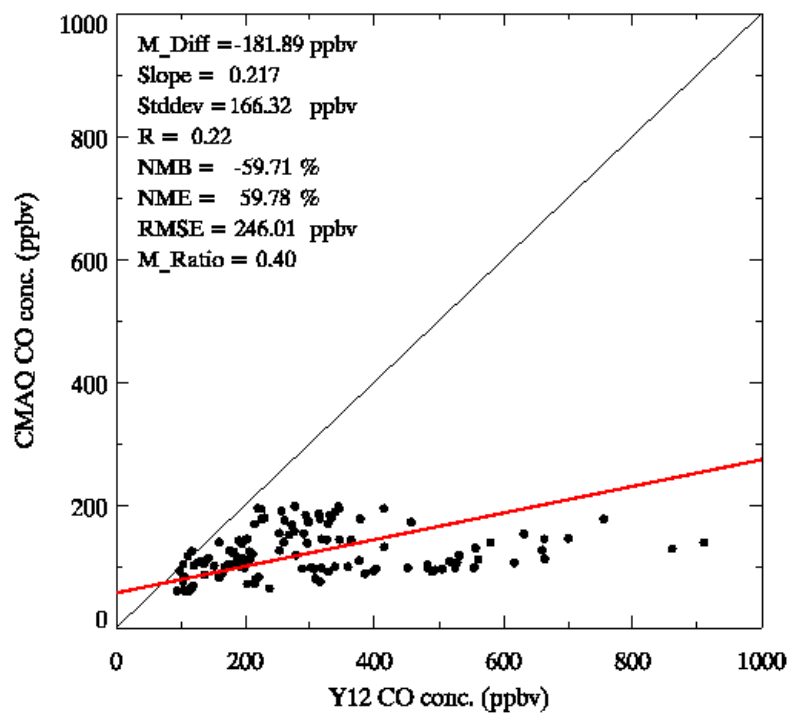
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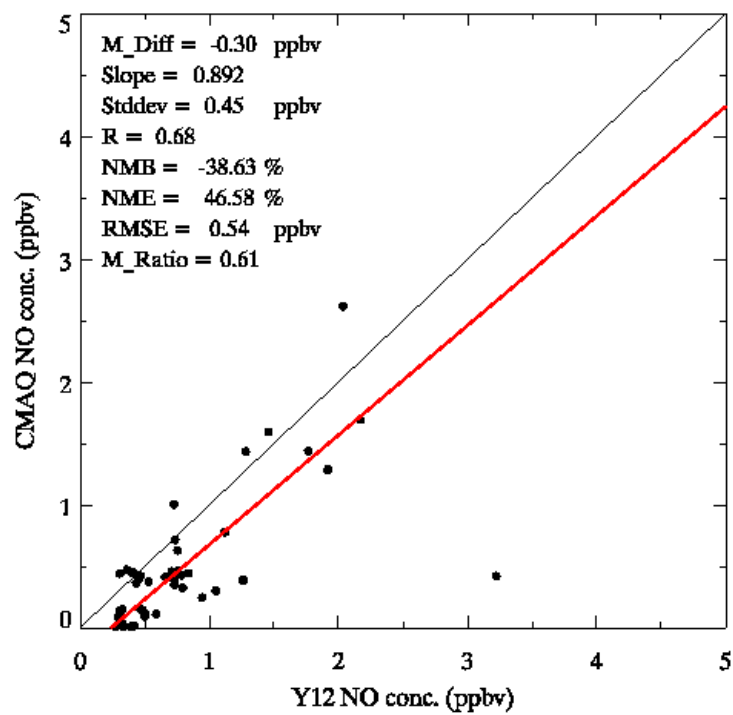
131
132 c) CMAQ_VOCs



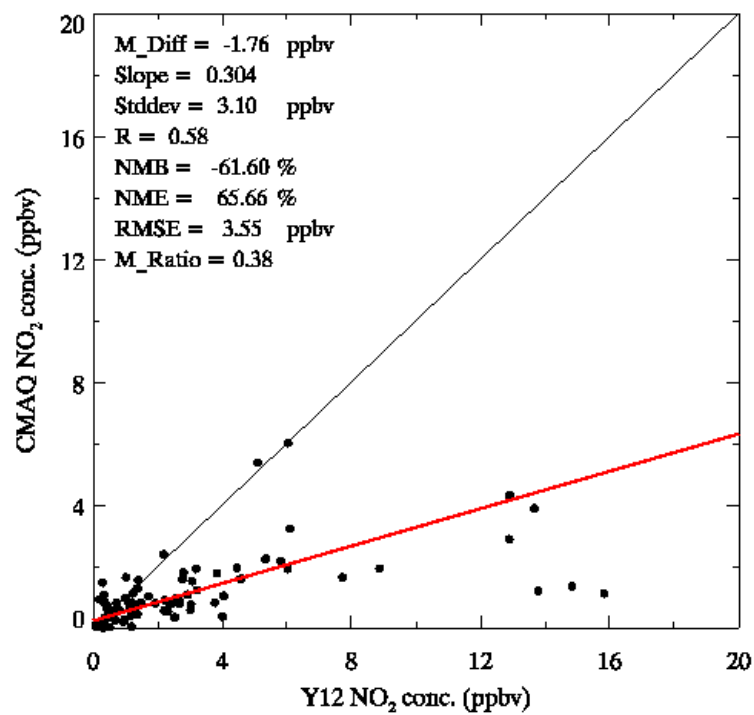
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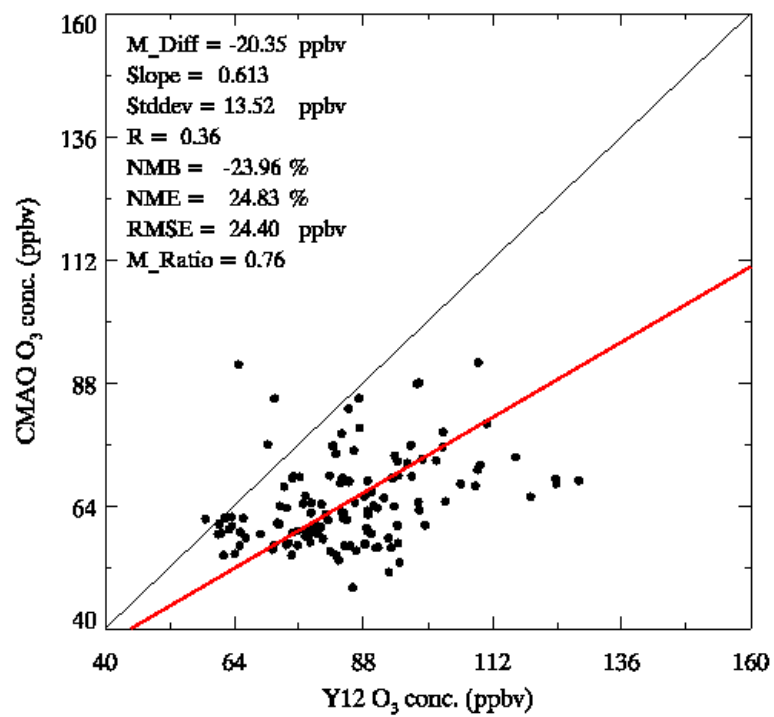
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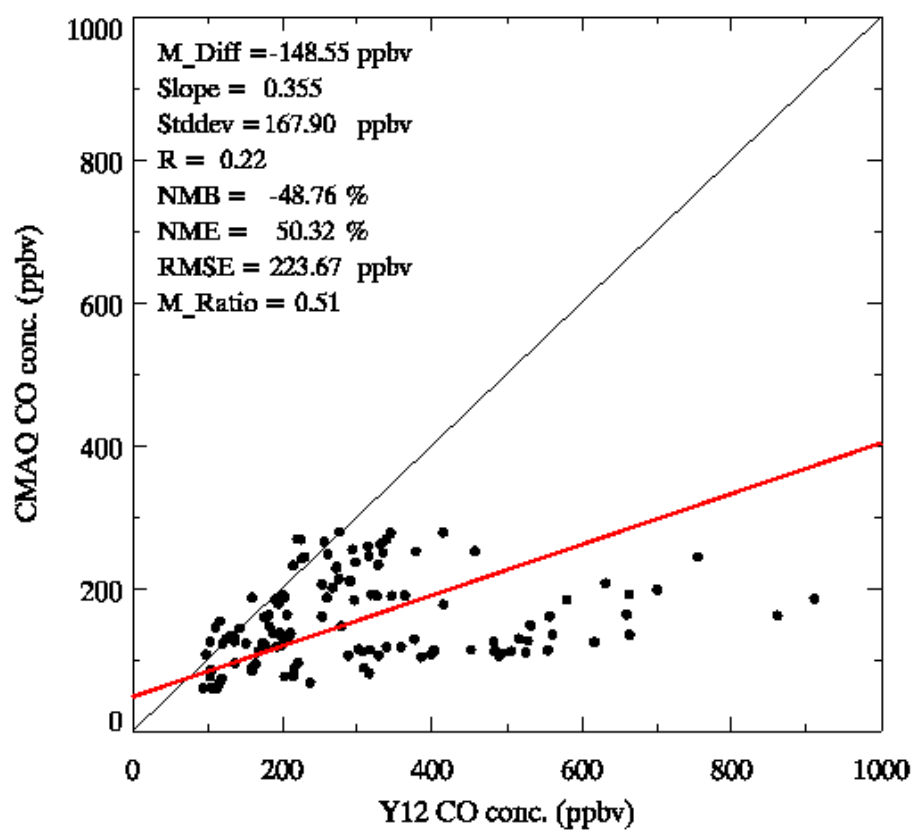


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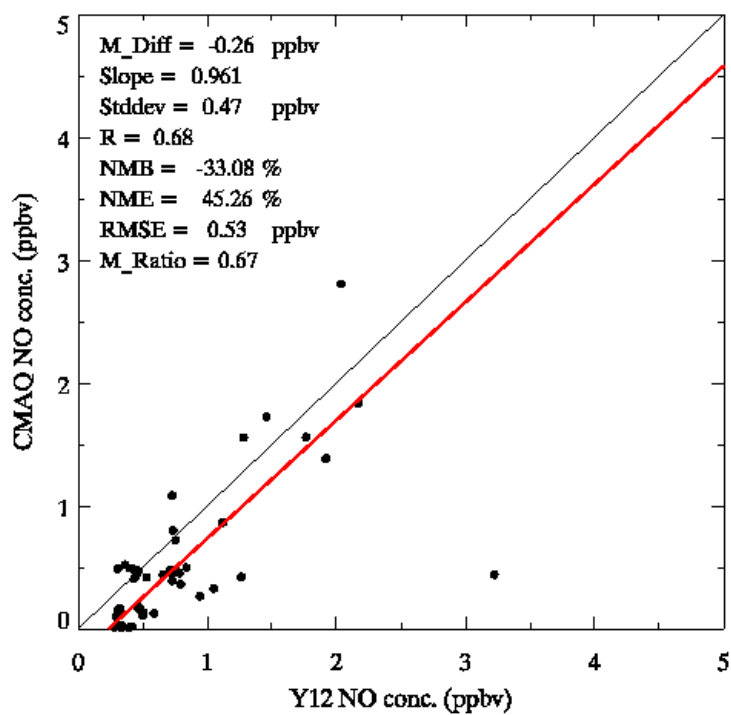


d) CMAQ_CO

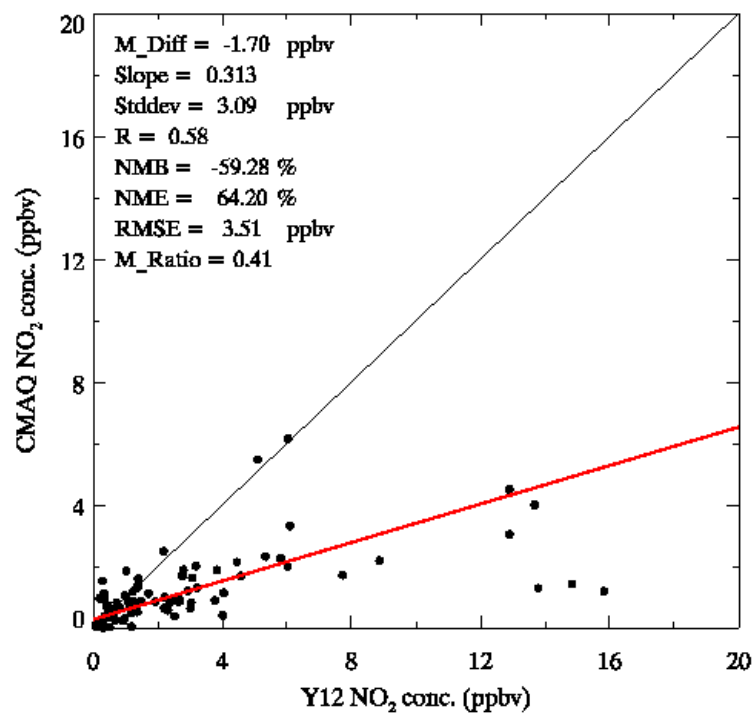




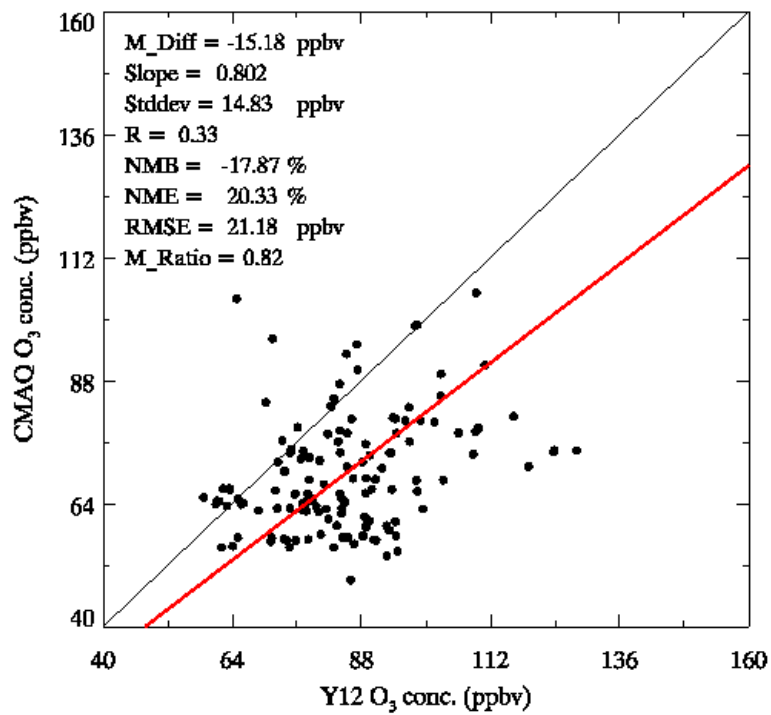
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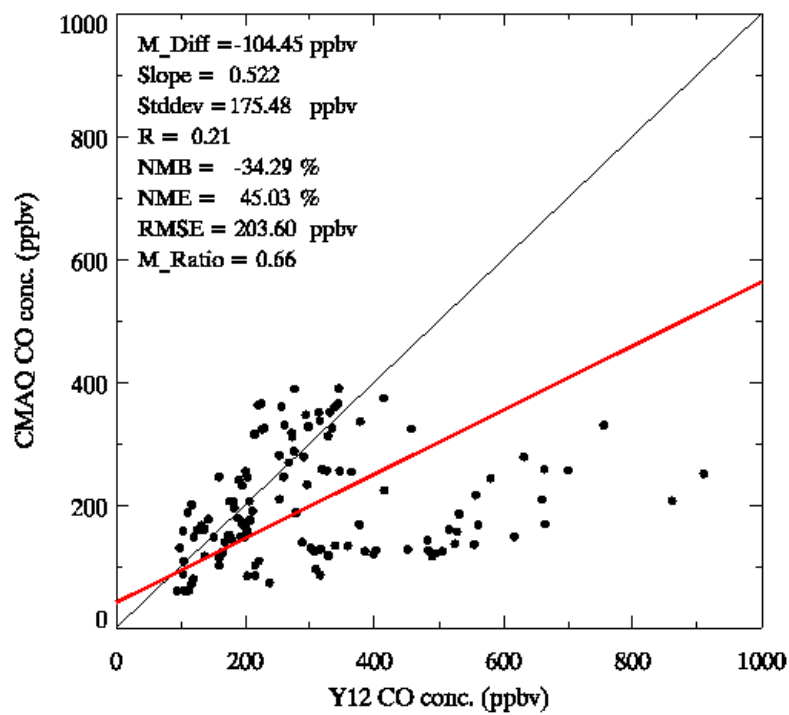


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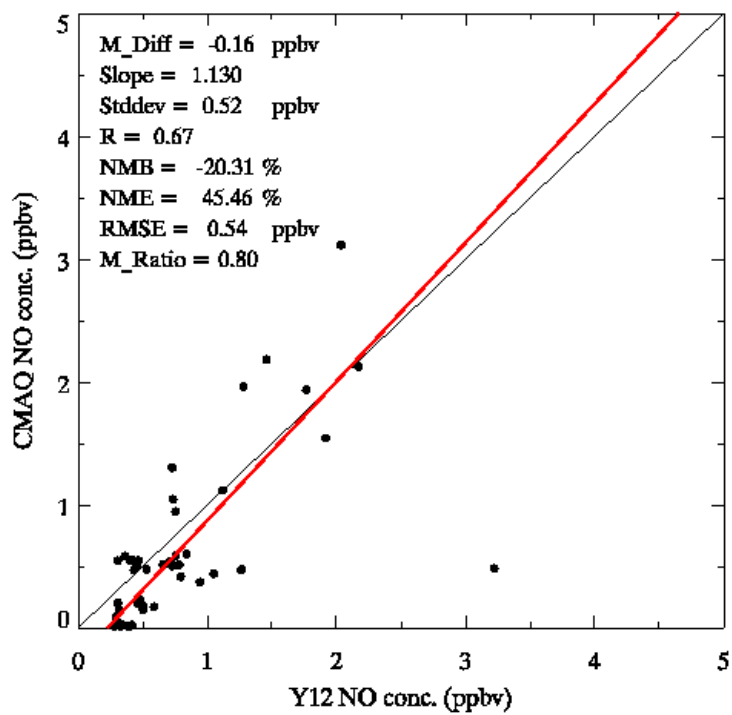


e) CMAQ_all





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