

Aircraft vertical profiles during summertime regional and Saharan dust scenarios over the north-western Mediterranean Basin: aerosol optical and physical properties.

Jesús Yus-Díez^{1,2}, Marina Ealo^{1,2}, Marco Pandolfi¹, Noemí Perez¹, Gloria Titos^{1,3}, Griša Močnik^{4,5}, Xavier Querol¹ and Andrés Alastuey¹

¹Institute of Environmental Assessment and Water Research (IDAEA-CSIC), C/Jordi Girona 18-26, 08034, Barcelona, Spain.

²Departament de Física Aplicada - Meteorologia, Universitat de Barcelona, C/Martí i Franquès, 1., 08028, Barcelona, Spain ³Andalusian Institute for Earth System Research (IISTA-CEAMA), University of Granada, Autonomous Government of Andalusia, Granada, Spain.

⁴Slovenia Center for Atmospheric Research, University of Nova Gorica, Vipavska 11c, SI-5270 Ajdovščina, Slovenia.

⁵Department of Condensed Matter Physics, Jozef Stefan Institute, Jamova 39, SI-1000 Ljubljana, Slovenia.

Correspondence: jesus.yus@idaea.csic.es

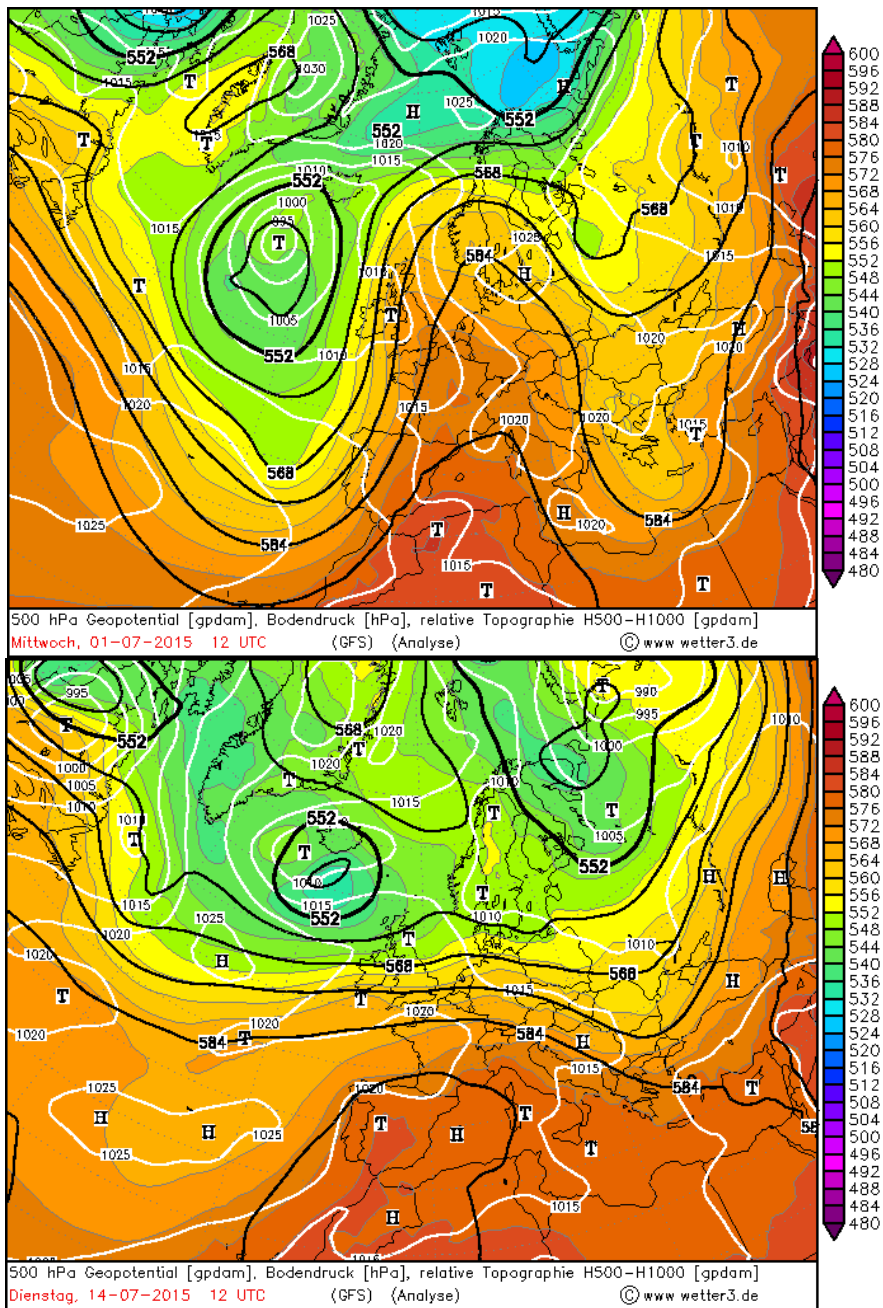


Figure S1: Synoptic meteorology with the 500 hPa Geopotential and surface pressure at 12:00 UTC for the 7th and 16th of July of 2015 as modelled by the reanalysis model ERA-INTERIM, © www.wetter3.de.

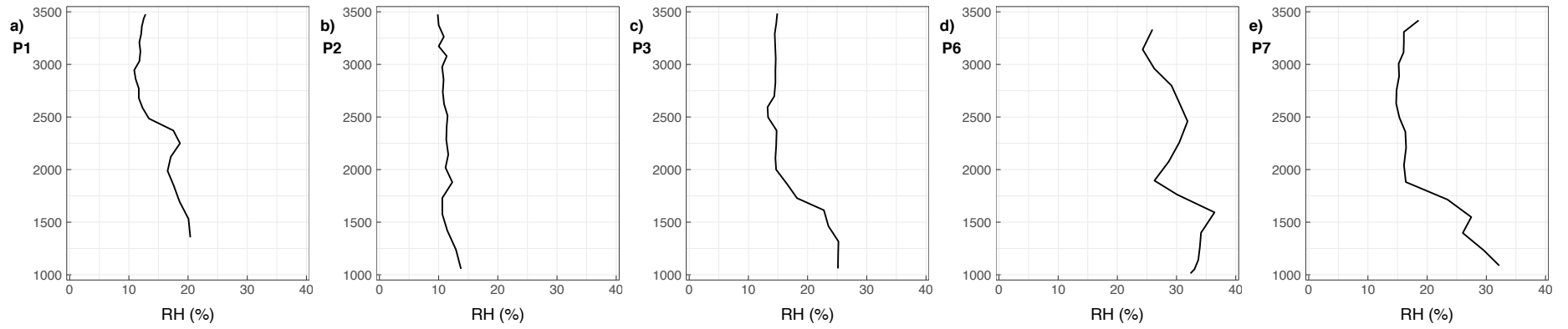


Figure S2: Vertical profiles of relative humidity (RH (%)) for a) P1, b) P2, c) P3, d) P6, and e) P7 as measured by the Kestrel unit placed in the aircraft.

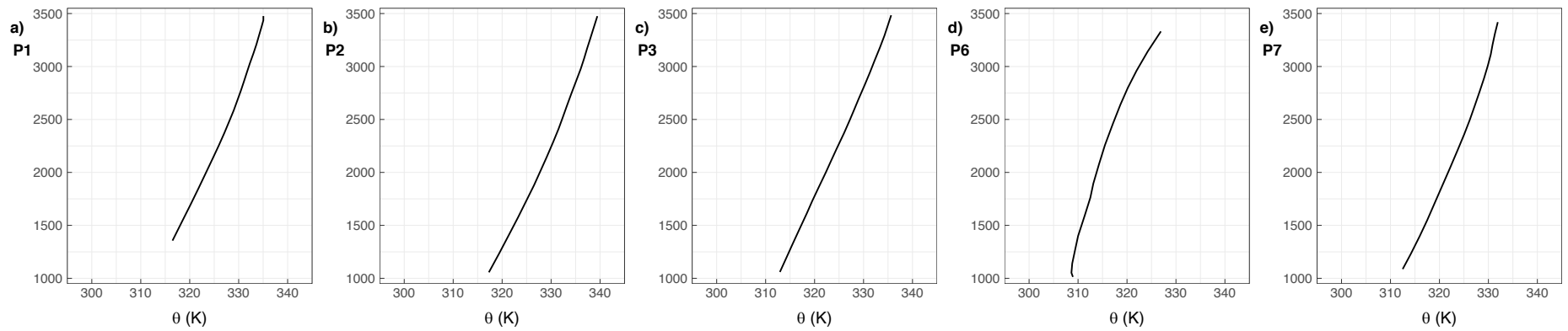


Figure S3: Vertical profiles of potential temperature (θ (K)) for a) P1, b) P2, c) P3, d) P6, and e) P7 as measured by the Kestrel unit placed in the aircraft.

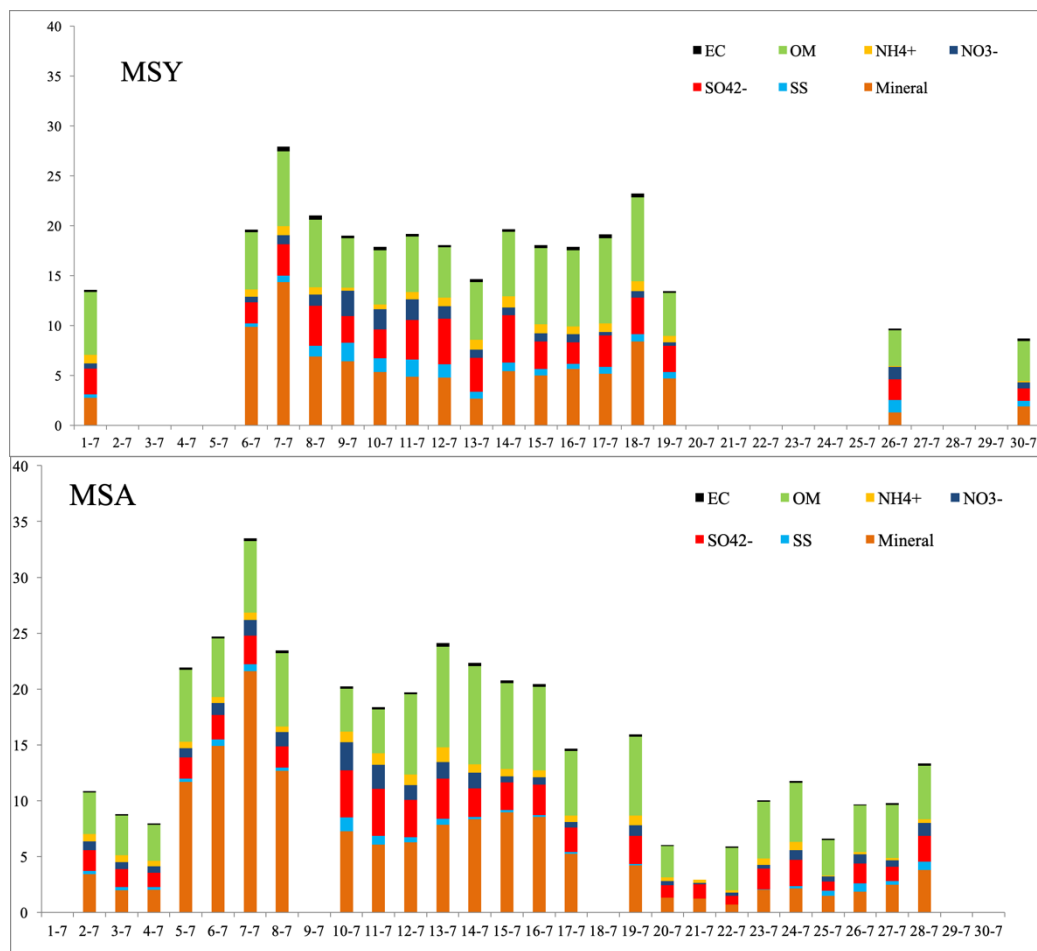


Figure S4: Daily off-line filter base chemistry analysis during the instrumented flights period of July 2015 for MSA (upper panel) and MSY (lower panel).

Table S1: Comparison between aircraft borne measurements for P1 versus the in-situ measurements of MSA station as a reference at the same time that the flight was at a height of 1500 m a.s.l. approximately.

	$PM_{10}(\mu g m^{-3})$	$PM_{2.5}(\mu g m^{-3})$	$PM_1(\mu g m^{-3})$	$PM_{1/10}$	$PM_{1/2.5}$	$\sigma_{sp\ 525\ nm}(Mm^{-1})$	$\sigma_{ap\ 590\ nm}(Mm^{-1})$	SAE	AAE	G	SSA
P1 – FLIGHT	20.3	18.38	13.38	0.66	0.73	37.85	2.59	0.93	1.76	0.59	0.87
P1 – MSA IN-SITU	38.4	20.8	14.2	0.37	0.68	41.44	3.06	0.90	2.12	0.62	0.86
DIFF (%)	47.1	11.6	5.8	-78.2	-6.6	8.7	15.36	-4.5	16.8	4.55	-0.22