



Evaluate NAQFC with Other Observations: A Study in Summer 2023

**NOAA/ARL-George Mason University, NOAA/CSL, and
NOAA/NCEP**

Background

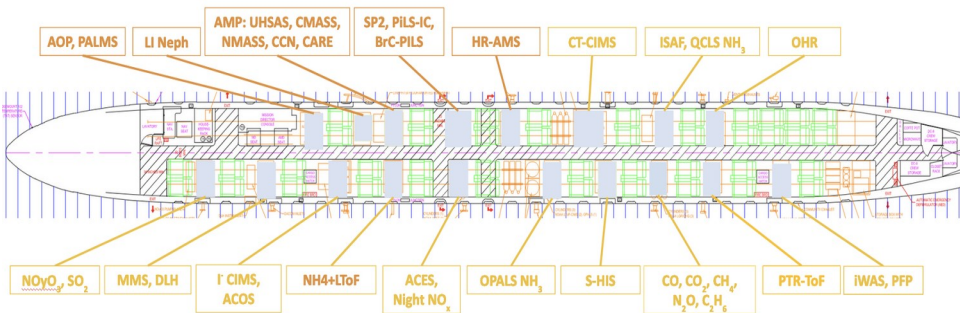
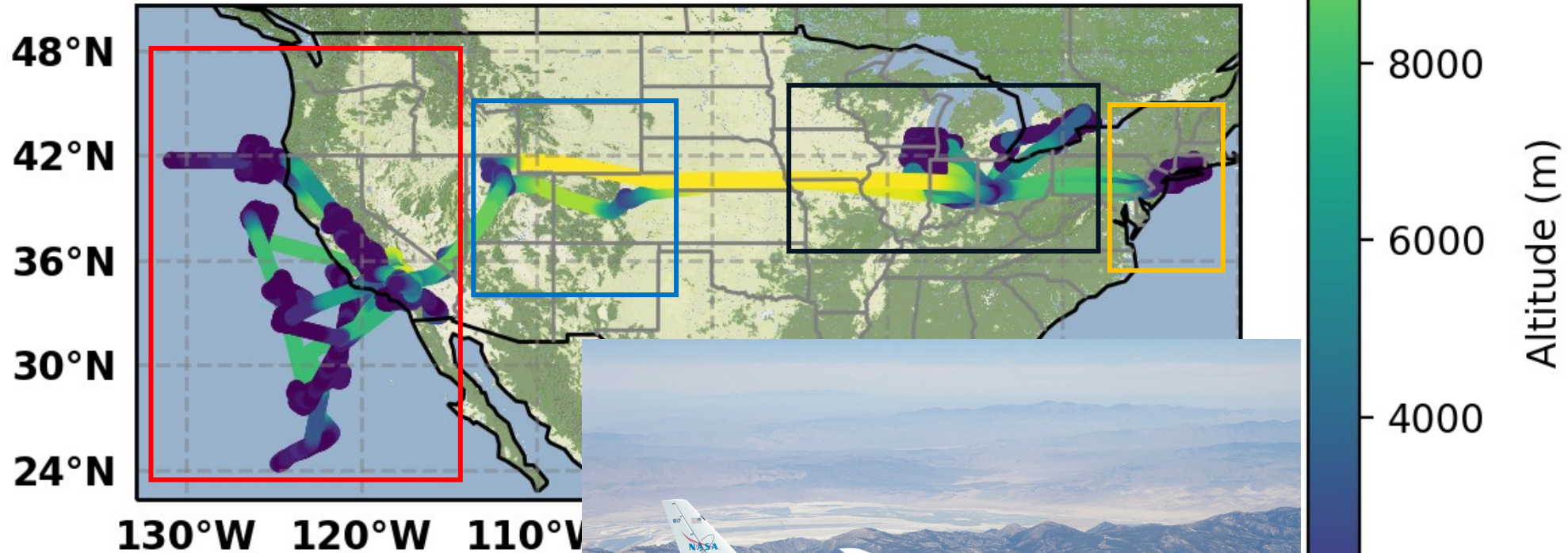
- The existing NAQFC is mainly verified with AIRNow/AQS data for its surface ozone and PM_{2.5} prediction. During summer 2023, the field experiment of Atmospheric Emissions and Reactions Observed from Megacities to Marine Areas (AEROMMA) took place, and provided comprehensive airborne measurements to evaluate the 3-D full-chemistry performance of NAQFC.
- Besides the in-situ measurements, some newly available satellite data could also be used to evaluate the NAQFC's emission etc.

NAQFC Configuration

- Full-chemistry CMAQ mechanism: currently CMAQ 5.2 and will move to CMAQ 5.4
- Currently 13km horizontal resolution over North America.
- 4-cycles-per-day forecast up to 72 hours
- Aerosol Lateral Boundary conditions: GEFS-Aerosol
- Anthropogenic Emission: National Emission Inventory (NEI) for CONUS, CEDS etc for other regions.
- Biogenic Emission: MEGAN scheme
- Dust Emission: FENGSHA scheme
- Fire Emission: Regional ABI and VIIRS fire Emissions (RAVE) emission. Will be upgraded to RAVE2

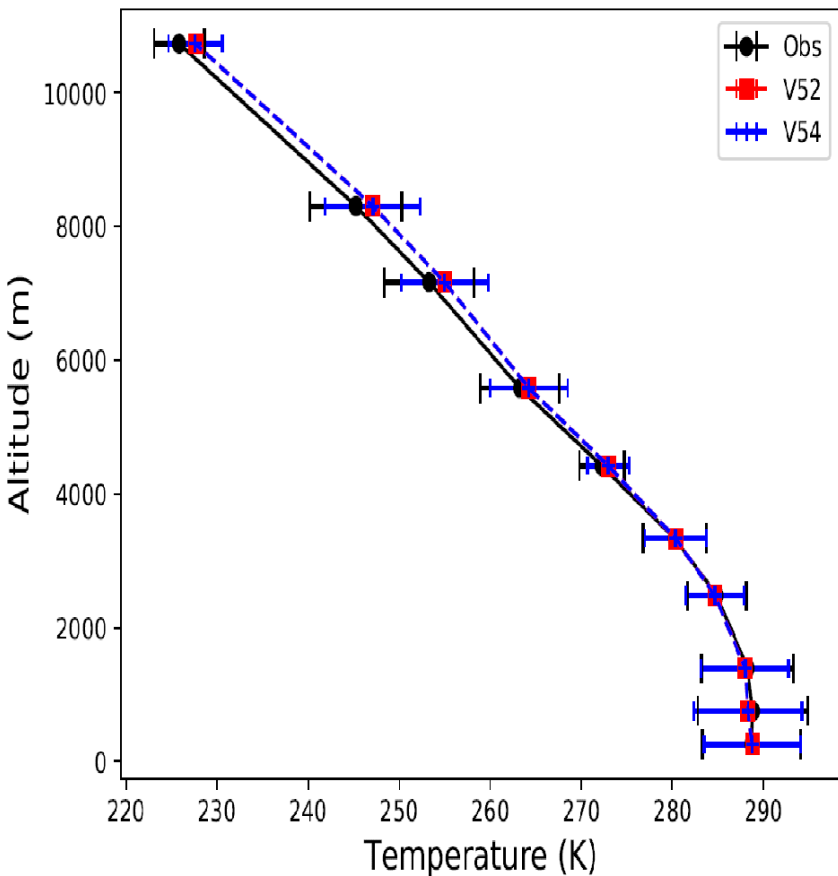
Most AEROMMA flights flew around megacities

AEROMMA DC-8 Flights from 06/14 to 08/25

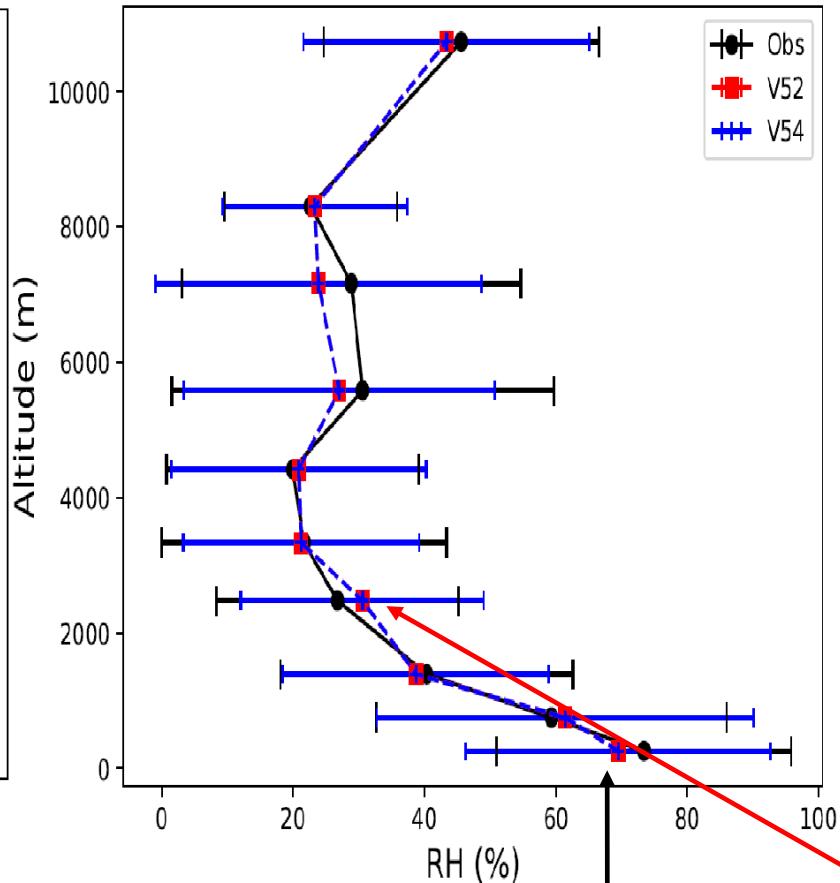


Meteorology over the U.S. West

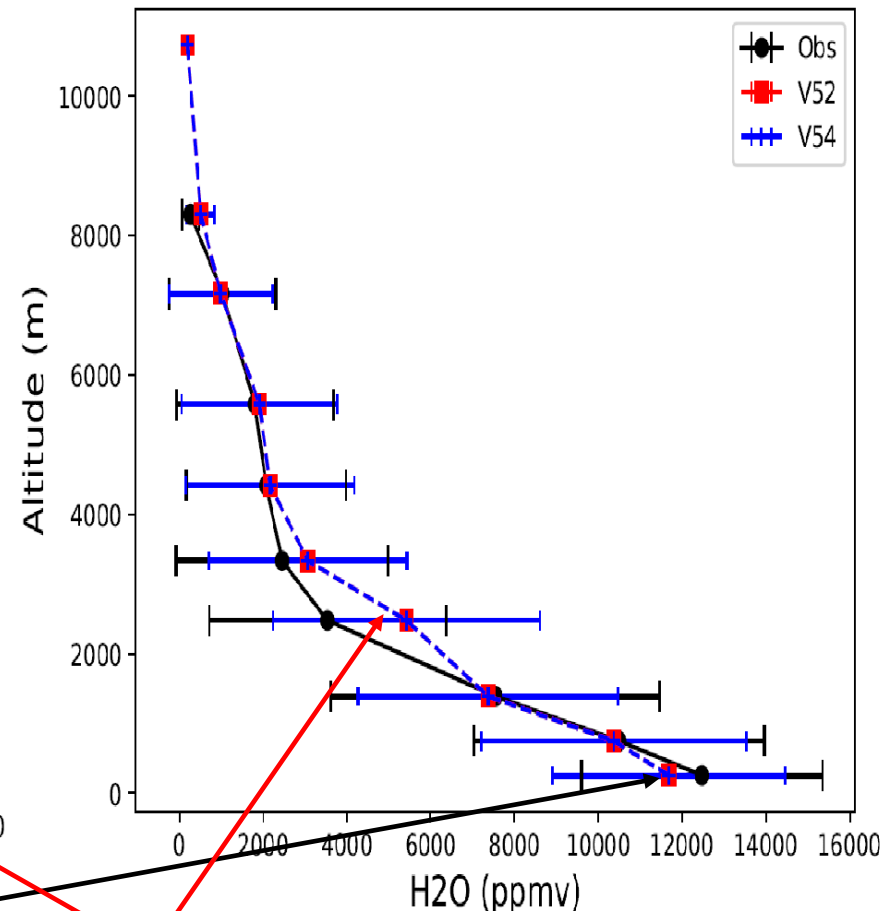
AEROMMA DC-8 Flight in June



AEROMMA DC-8 Flight in June

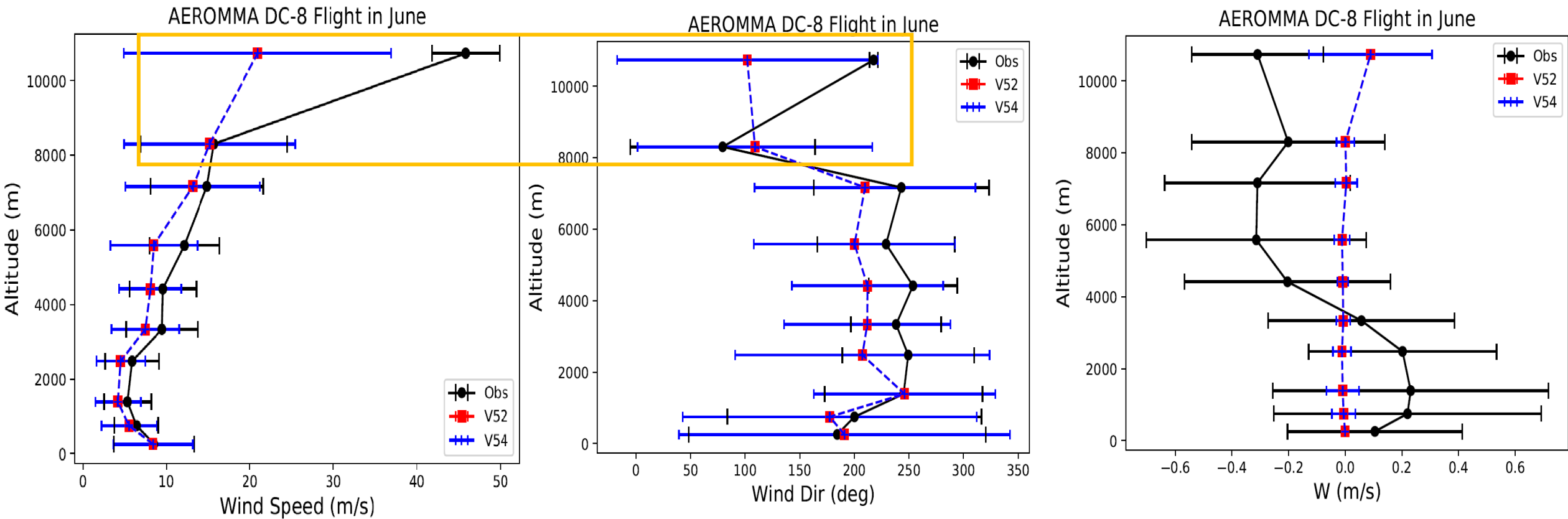


AEROMMA DC-8 Flight in June



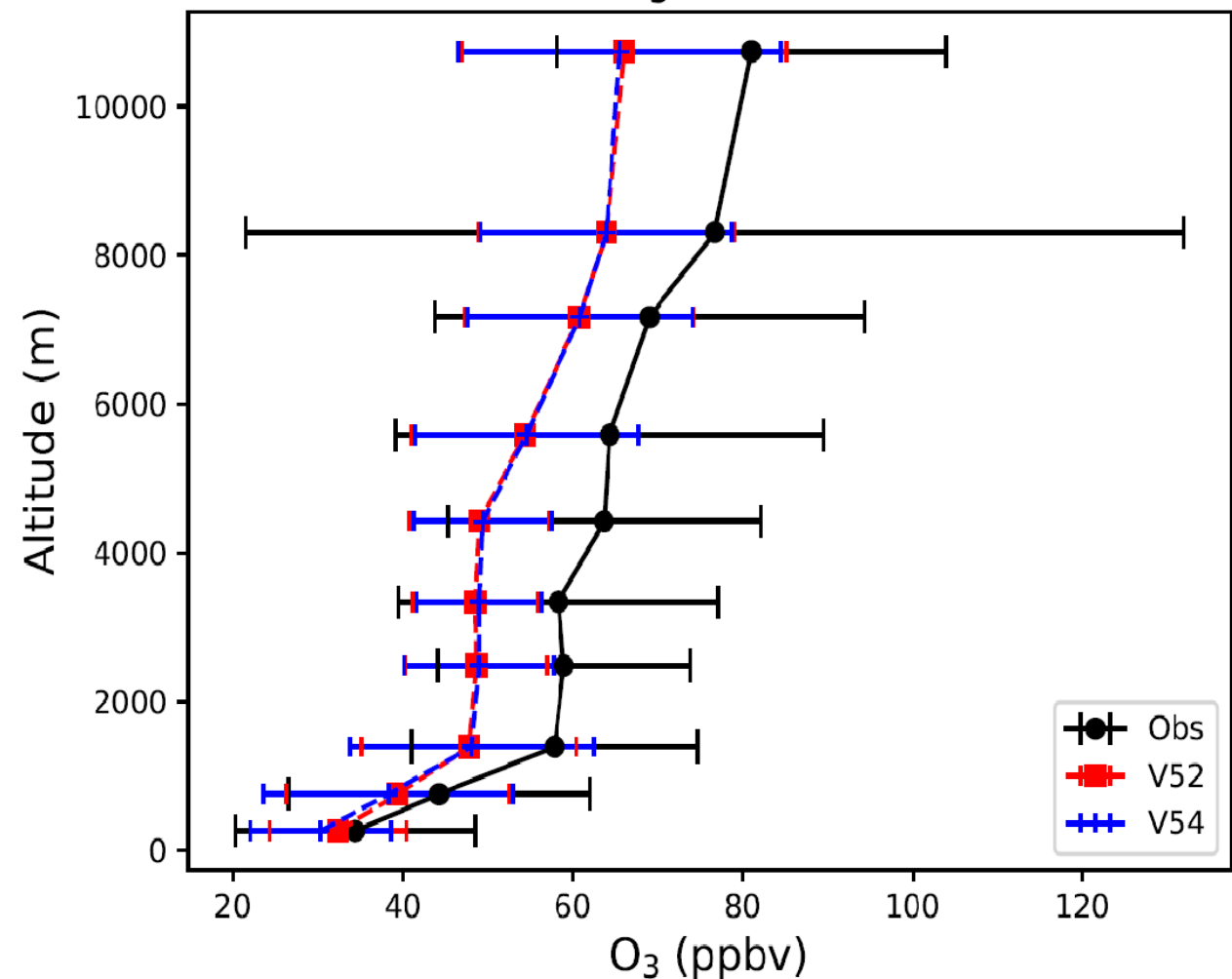
Dry bias near surface, wet bias near the PBL top

The vertical gradient of modeled winds are too smooth near the tropopause. The model tends to underpredict W by one or two orders of magnitude.

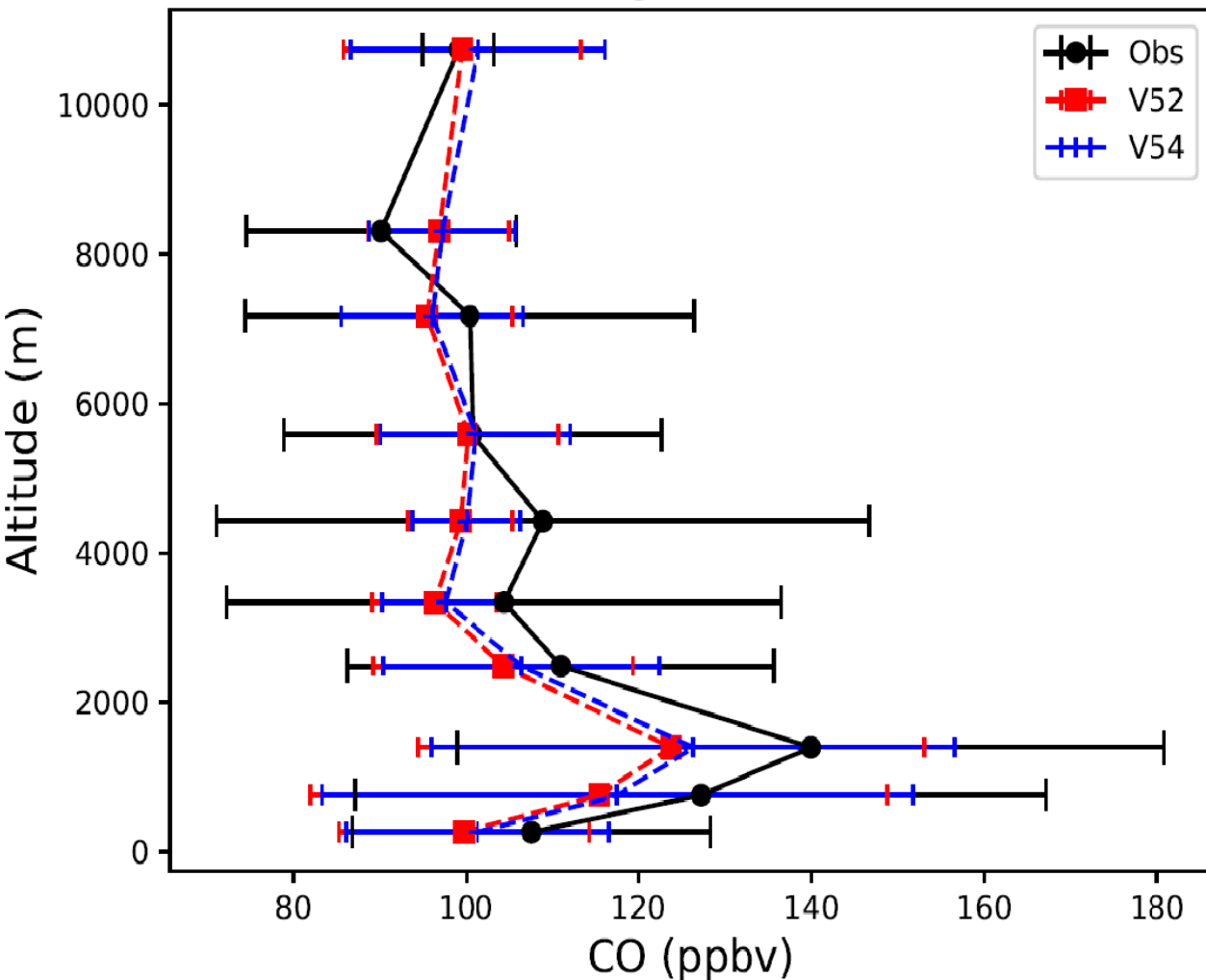


The background ozone and tropospheric CO are underestimated over U.S. West Coast, which is related to the AM4 monthly lateral boundary condition.

AEROMMA DC-8 Flights from 06/14 to 06/28

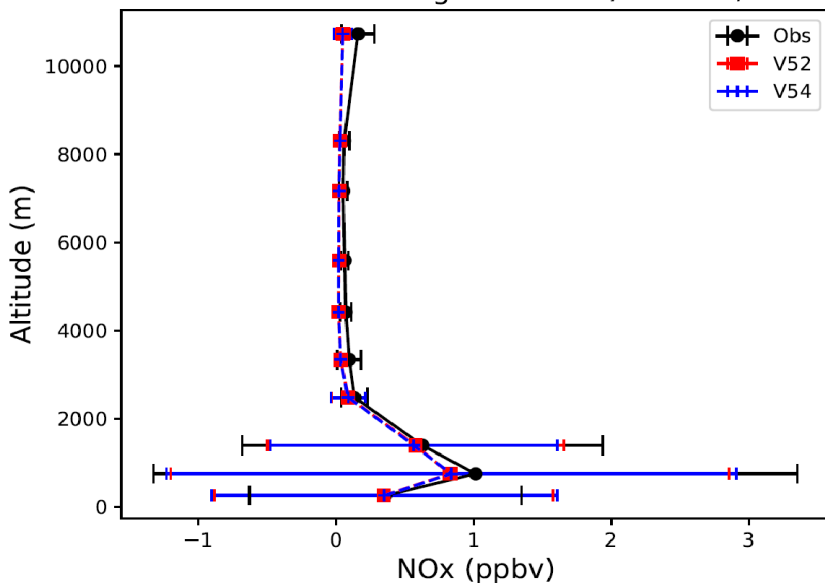


AEROMMA DC-8 Flights from 06/14 to 06/28

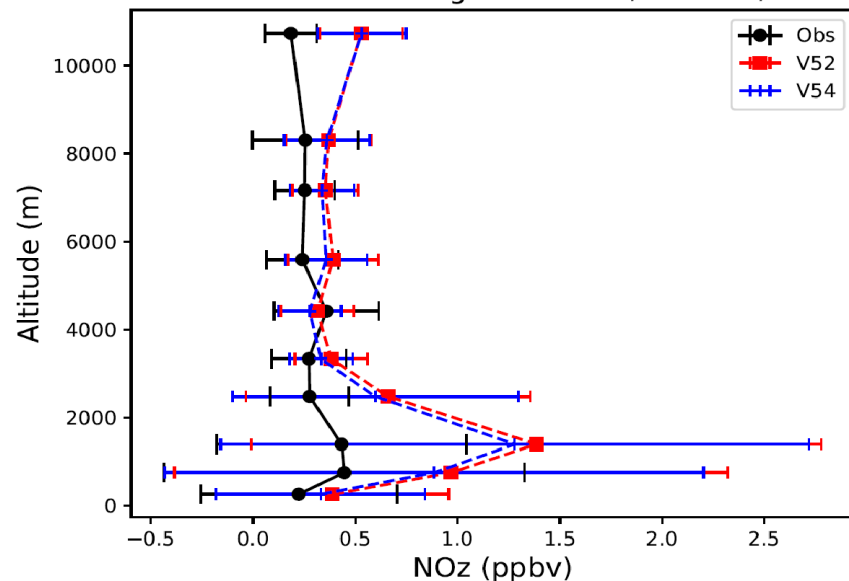


Over the U.S. West Coast, NO_z is overpredicted or modeled NO_x-to-NO_z conversion is too fast.

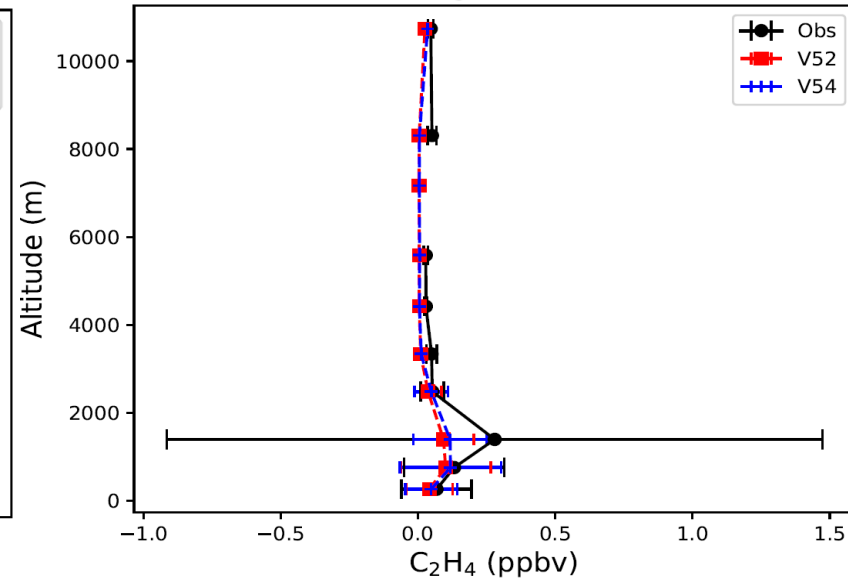
AEROMMA DC-8 Flights from 06/14 to 06/28



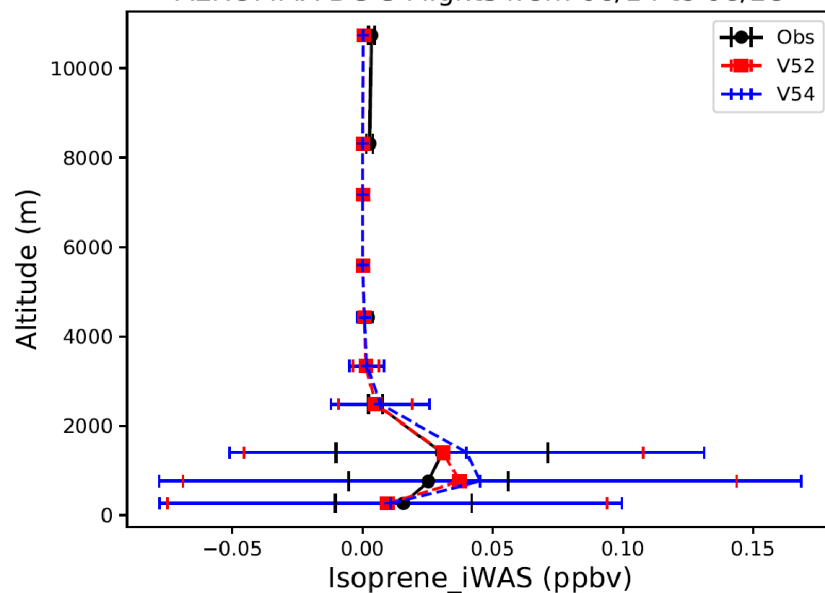
AEROMMA DC-8 Flights from 06/14 to 06/28



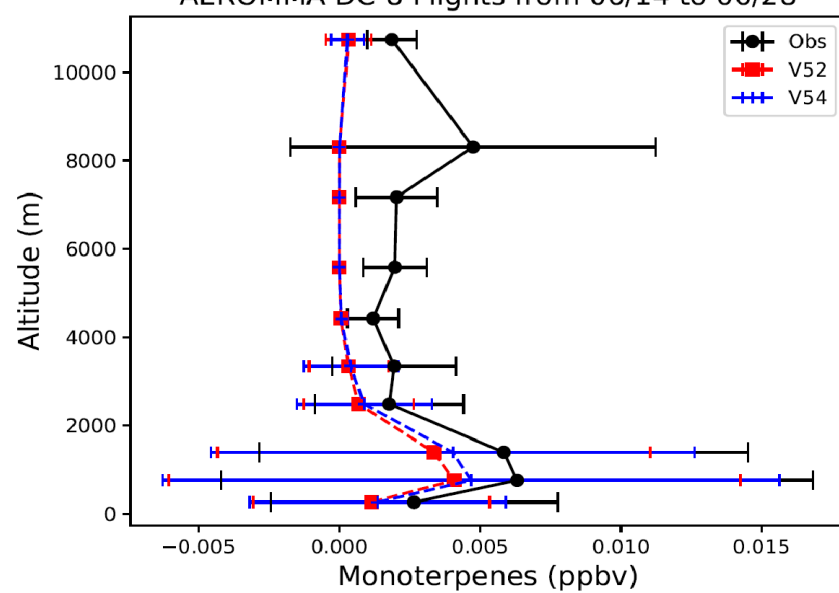
AEROMMA DC-8 Flights from 06/14 to 06/28



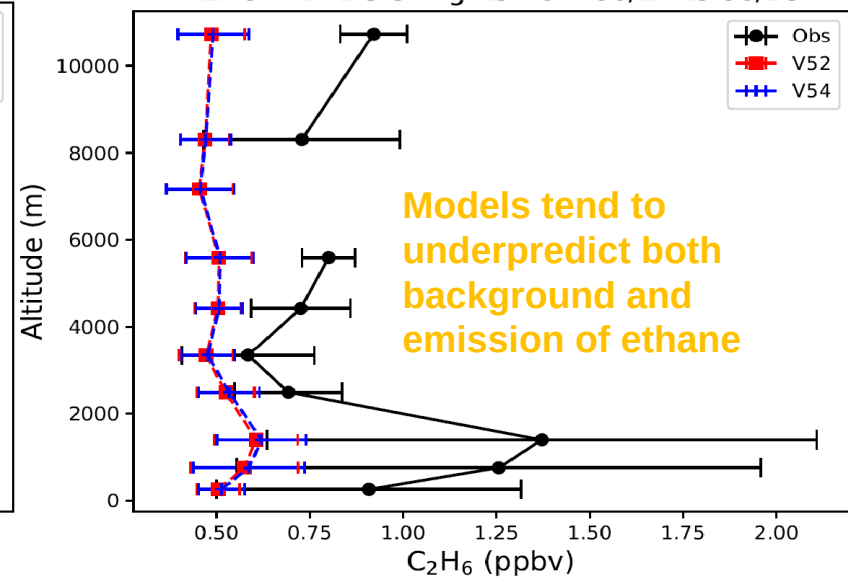
AEROMMA DC-8 Flights from 06/14 to 06/28



AEROMMA DC-8 Flights from 06/14 to 06/28

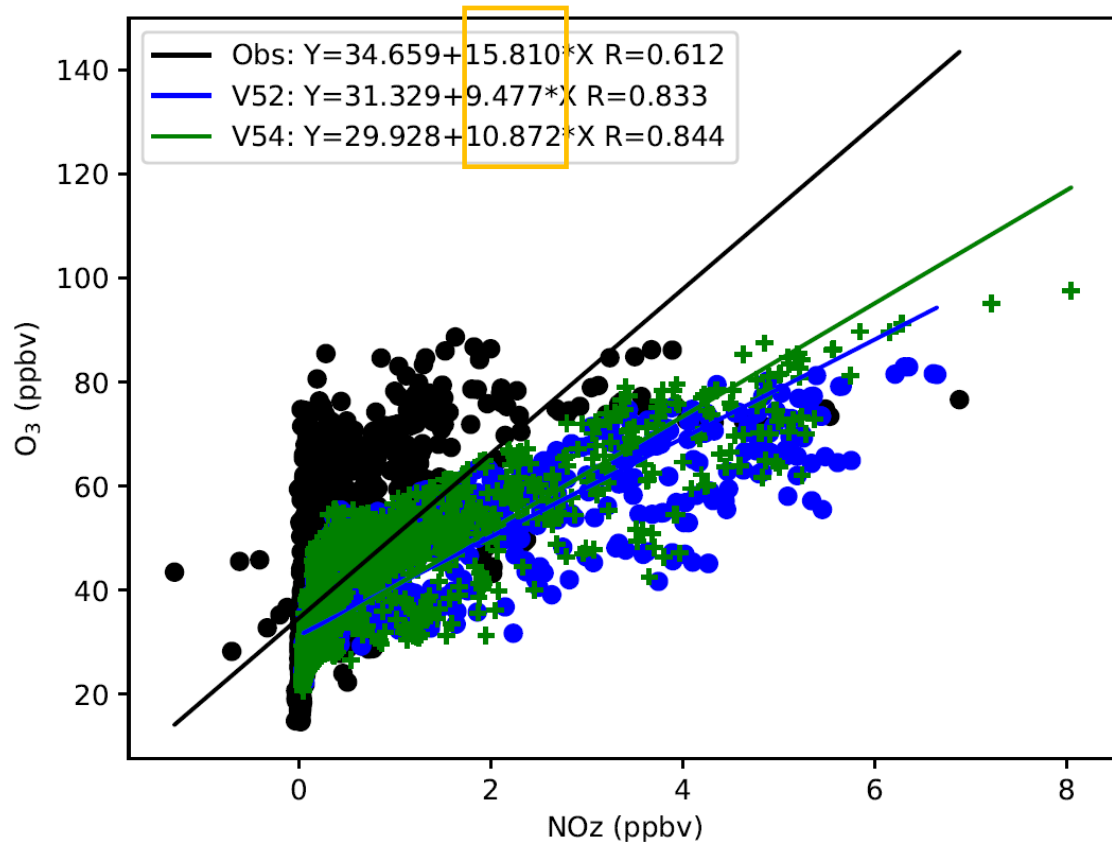


AEROMMA DC-8 Flights from 06/14 to 06/28

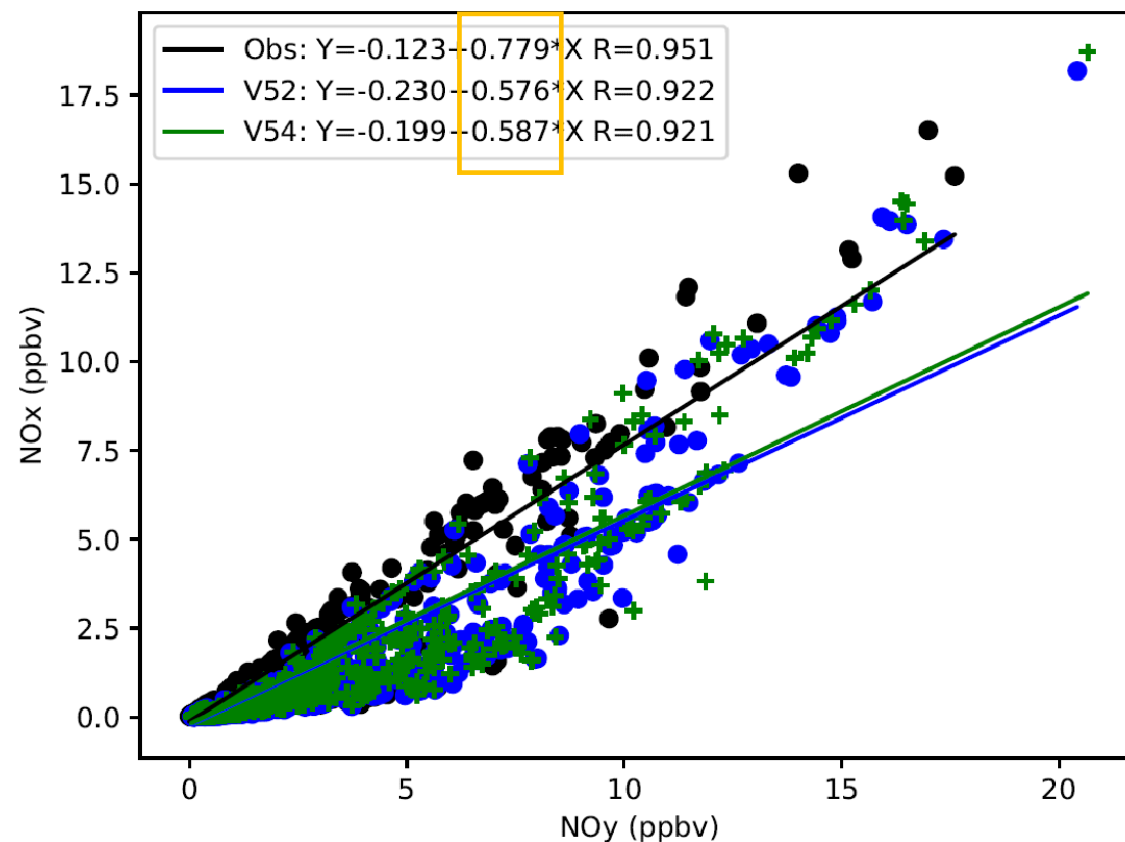


The overpredicted NO_x-to-NO_z conversion leads to underpredictions of ozone production efficiency, represented by the O₃-to-NO_z ratio, and NO_x age and NO_x/NO_y ratio. It is caused by the model's well-mixing assumption in each grid cell or insufficient spatial resolution.

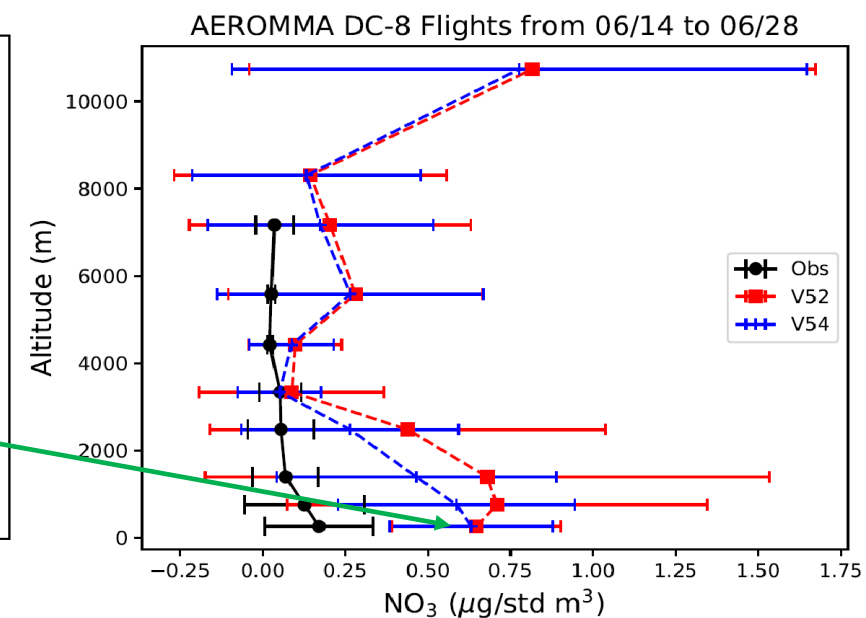
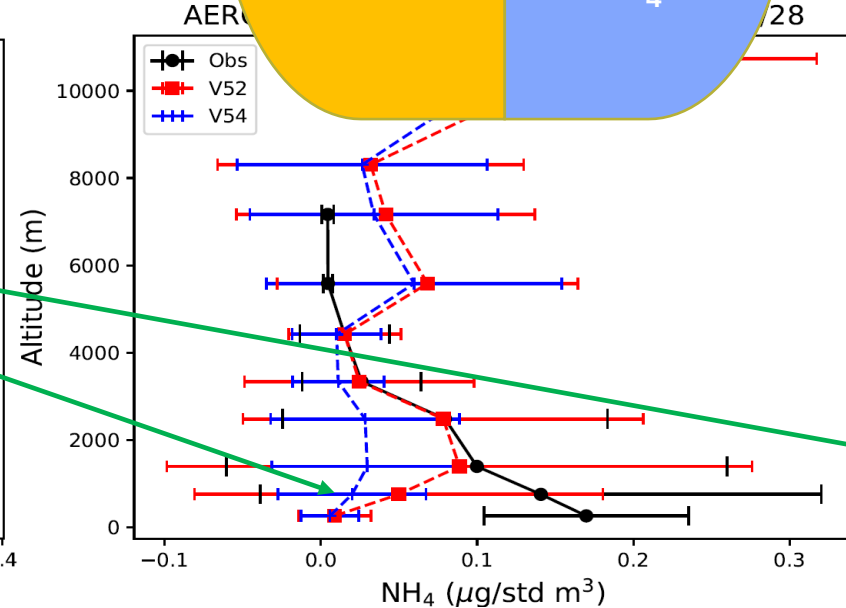
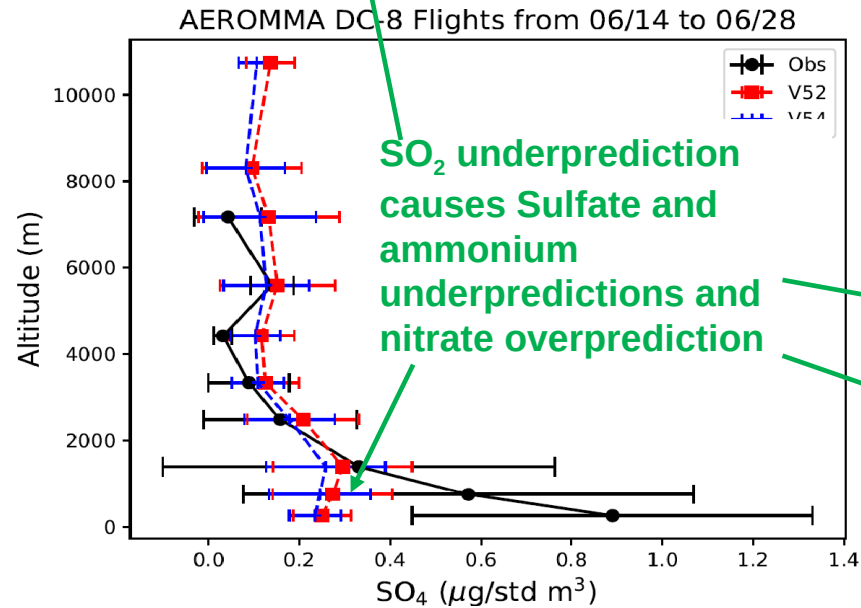
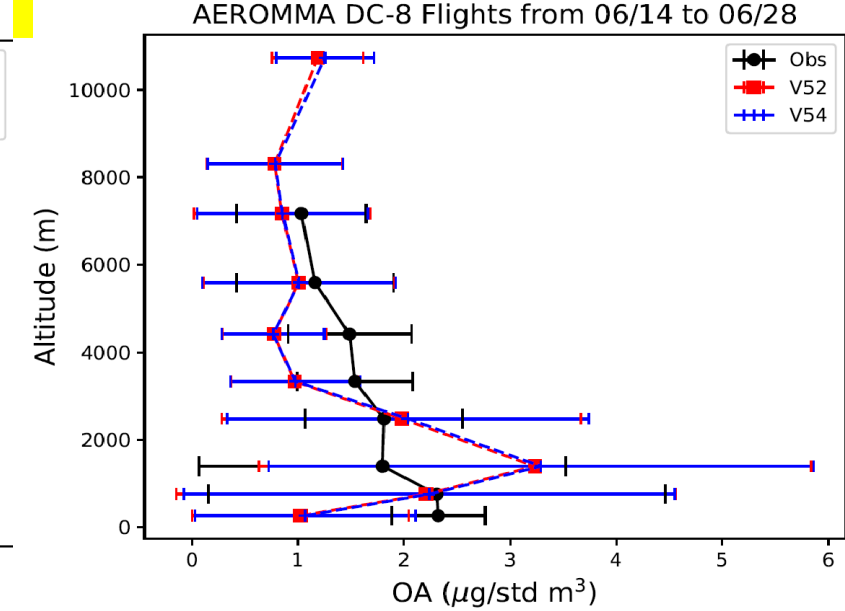
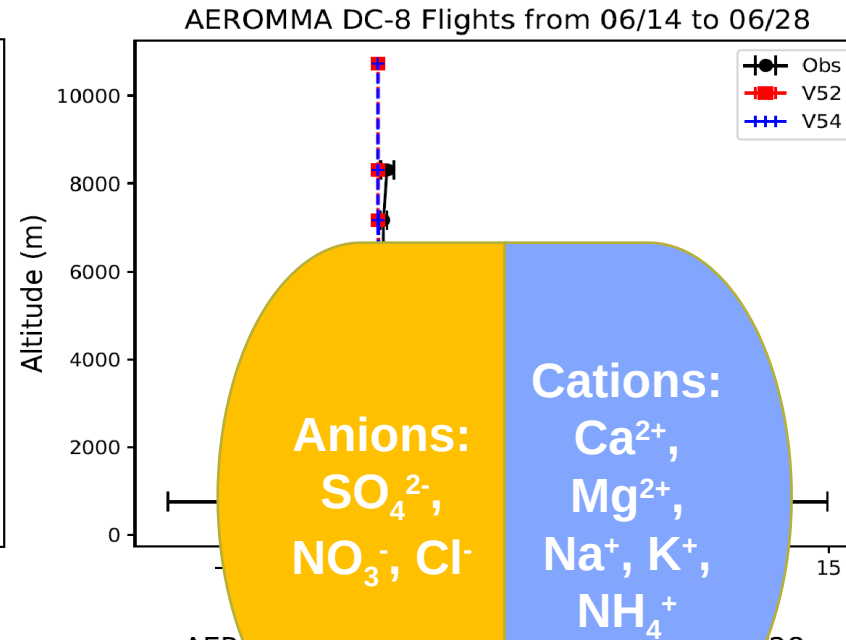
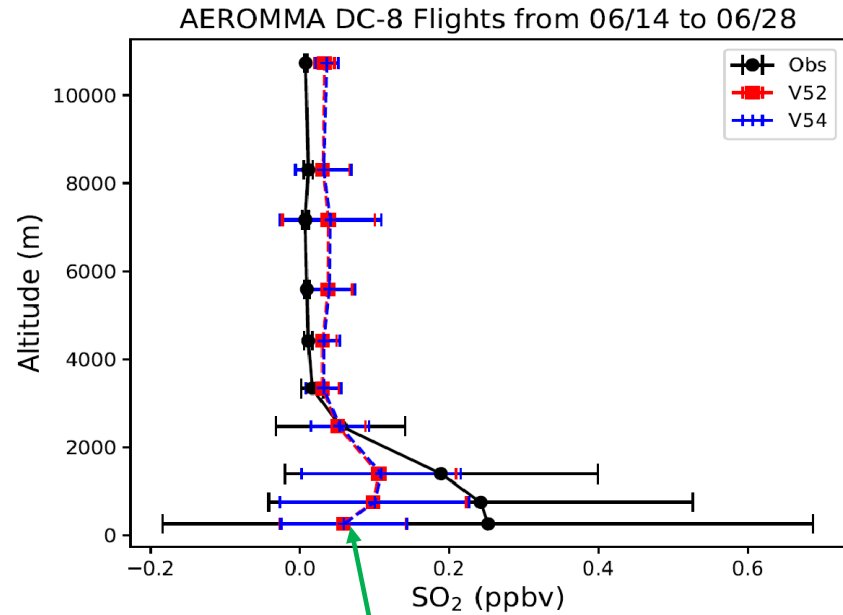
Simulations vs Observation below 3km



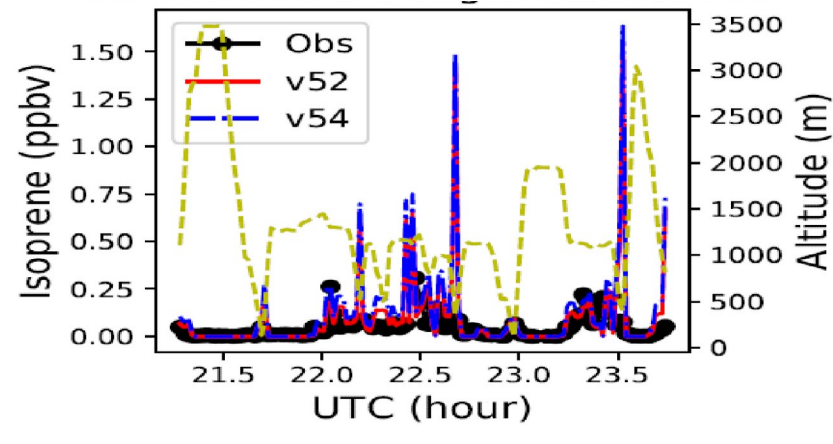
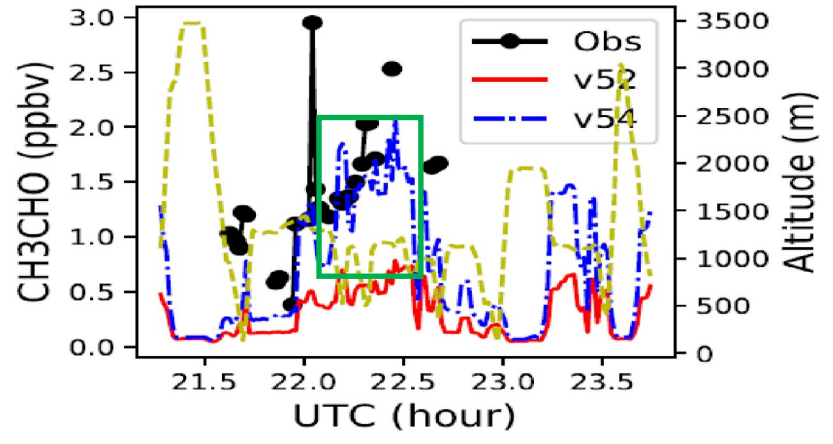
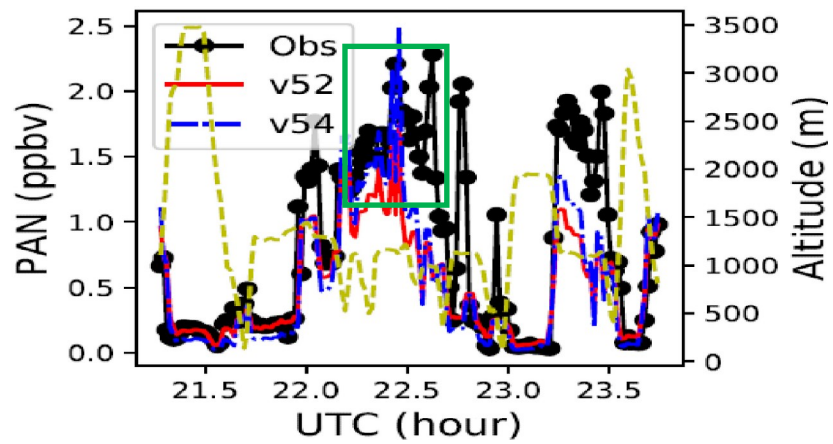
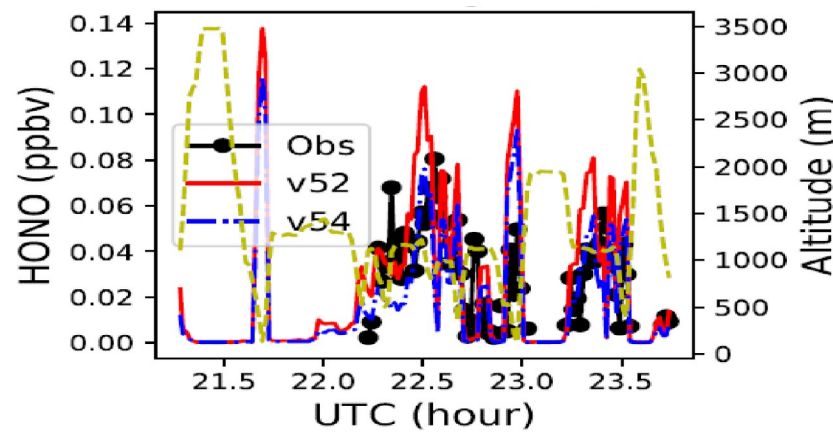
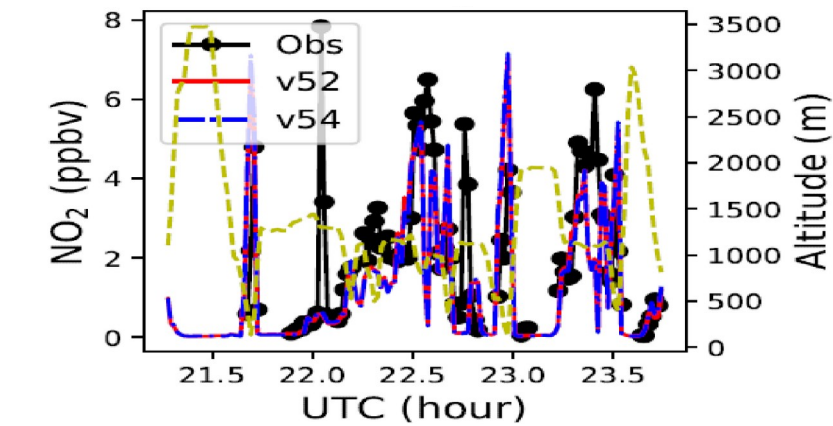
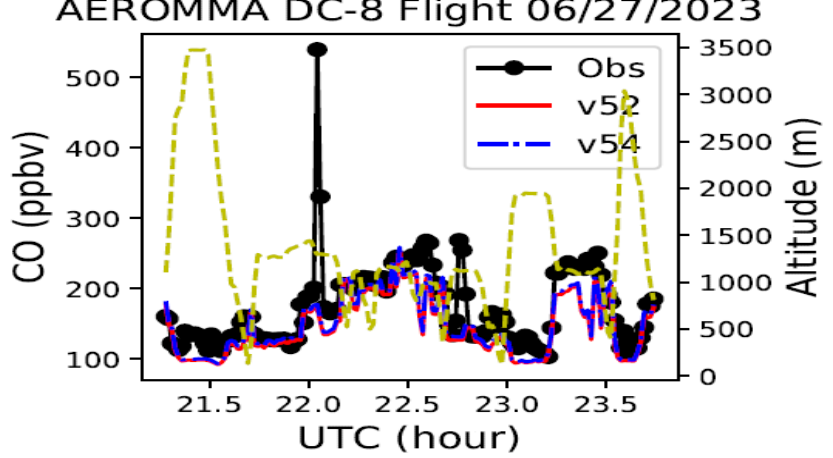
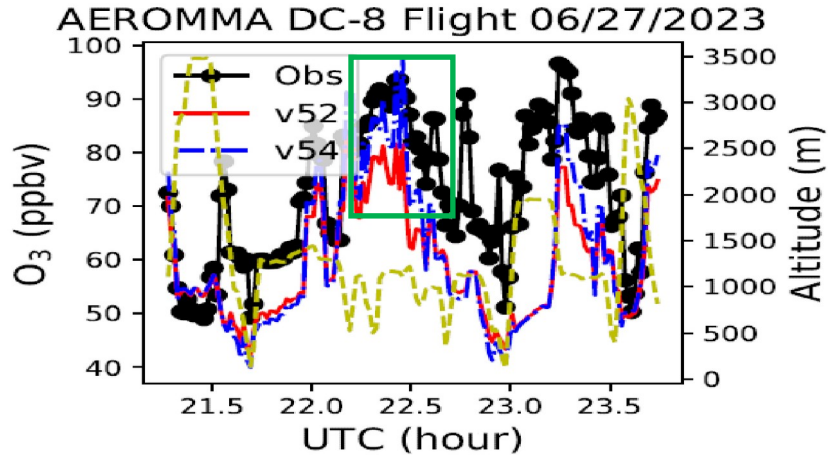
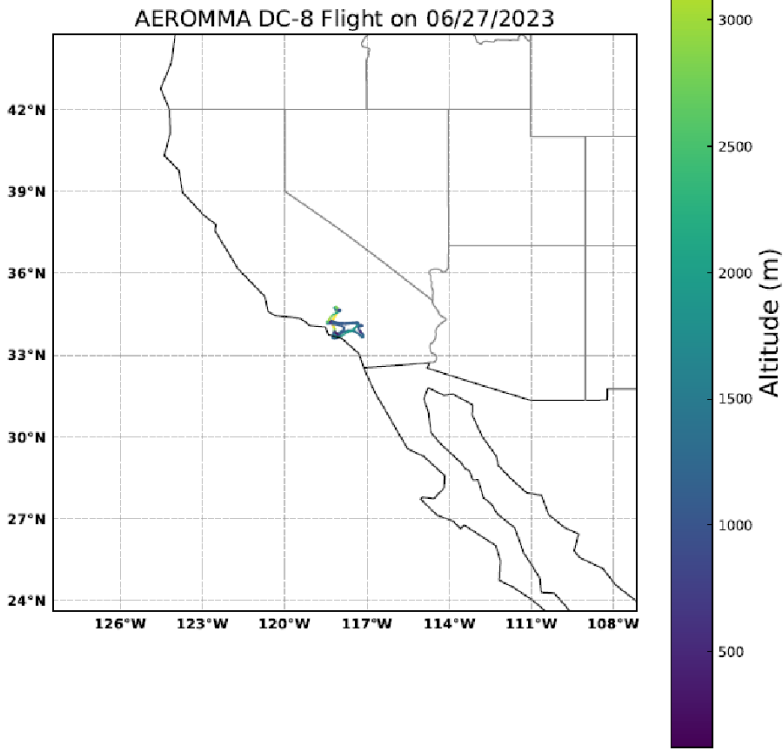
Simulations vs Observation below 3km



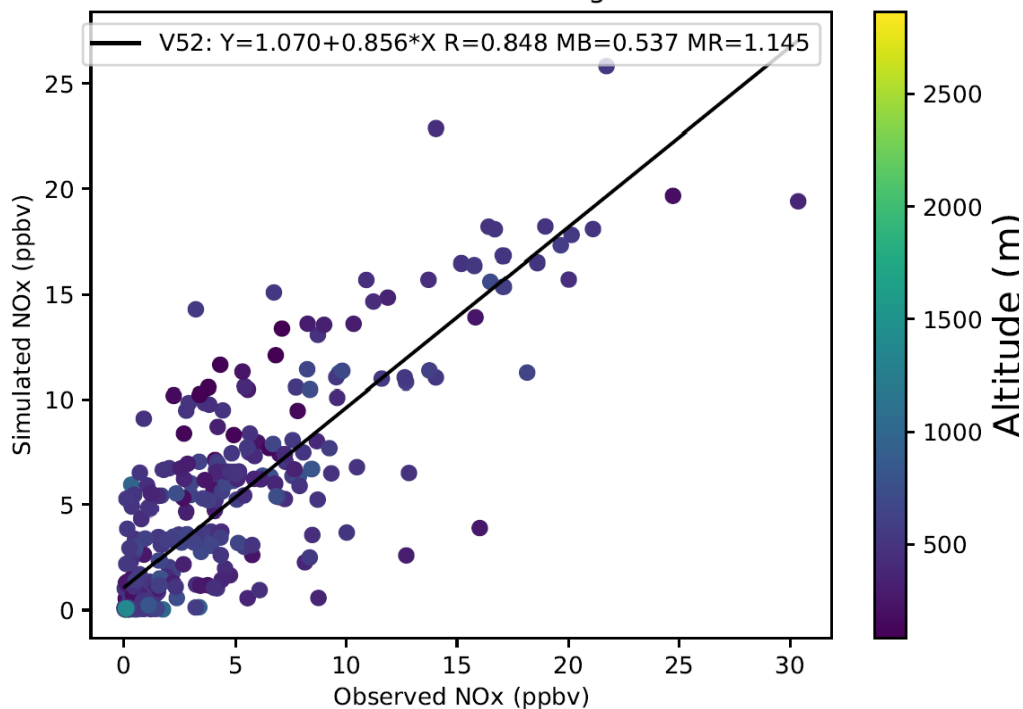
SO₂ underprediction over U.S. West leads to underprediction of sulfate and ammonium, and overprediction of nitrate. This bias on aerosol compositions could also affect the downstream PM_{2.5} prediction



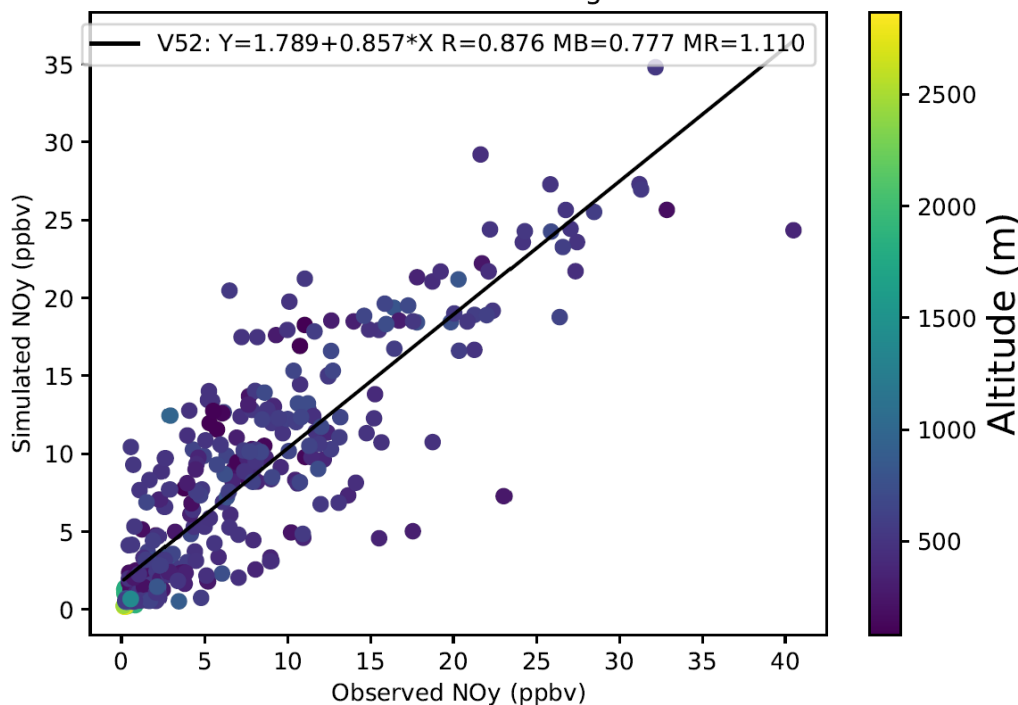
V54 showed better chemical behavior over the LA flight



Simulated vs Observed NO_x (ppbv) Los Angeles below 3km
for AEROMMA DC-8 Flights

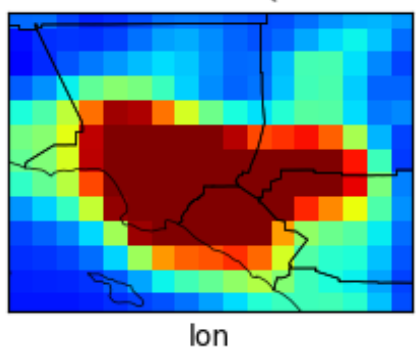


Simulated vs Observed NO_y (ppbv) Los Angeles below 3km
for AEROMMA DC-8 Flights

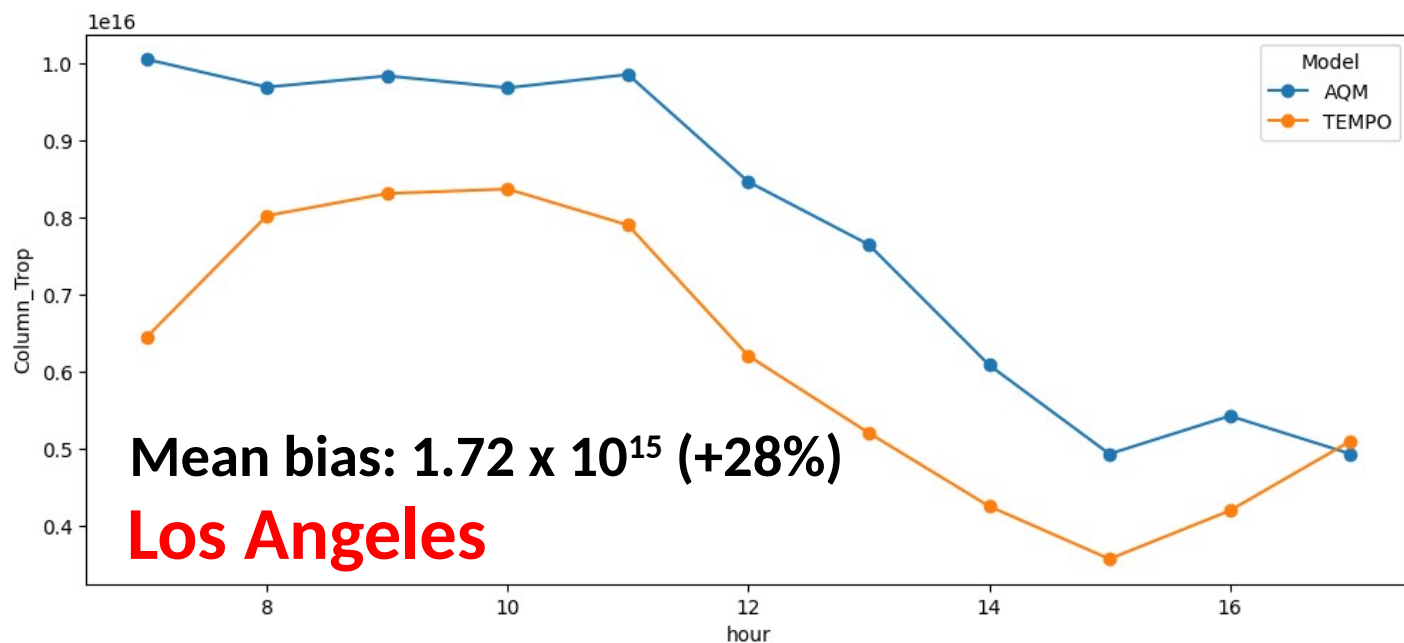
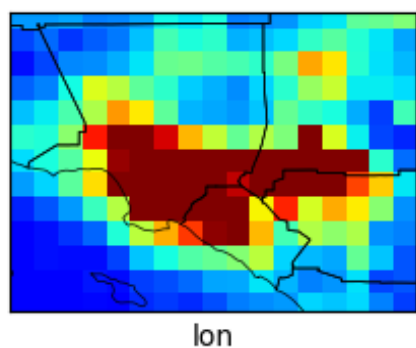


This Cross-Comparison try to address the bias of the NO_x emissions over Megacities, reflected by in-situ comparison (slope, mean bias, mean ratio) and TEMPO tropospheric vertical column

Model = AQM

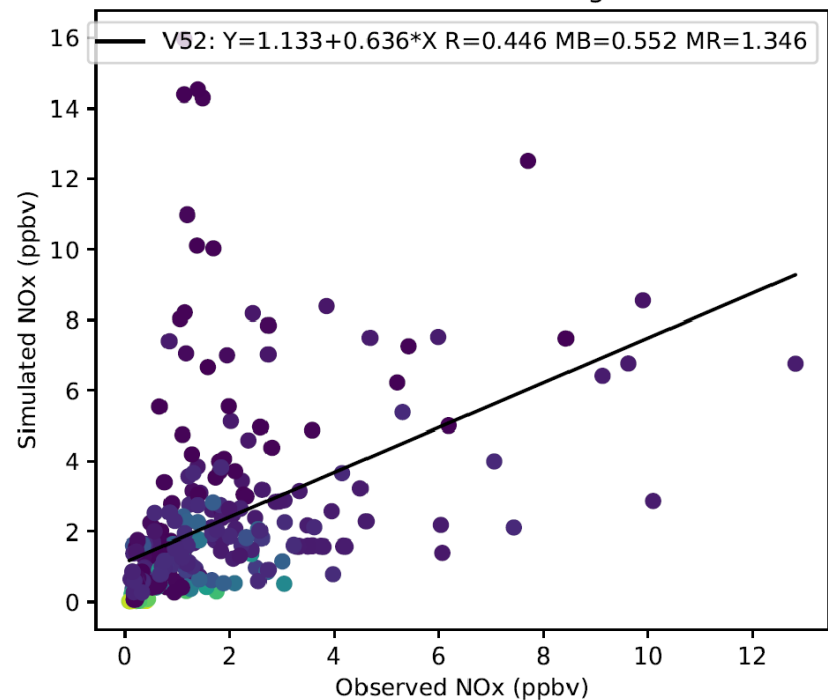


Model = TEMPO

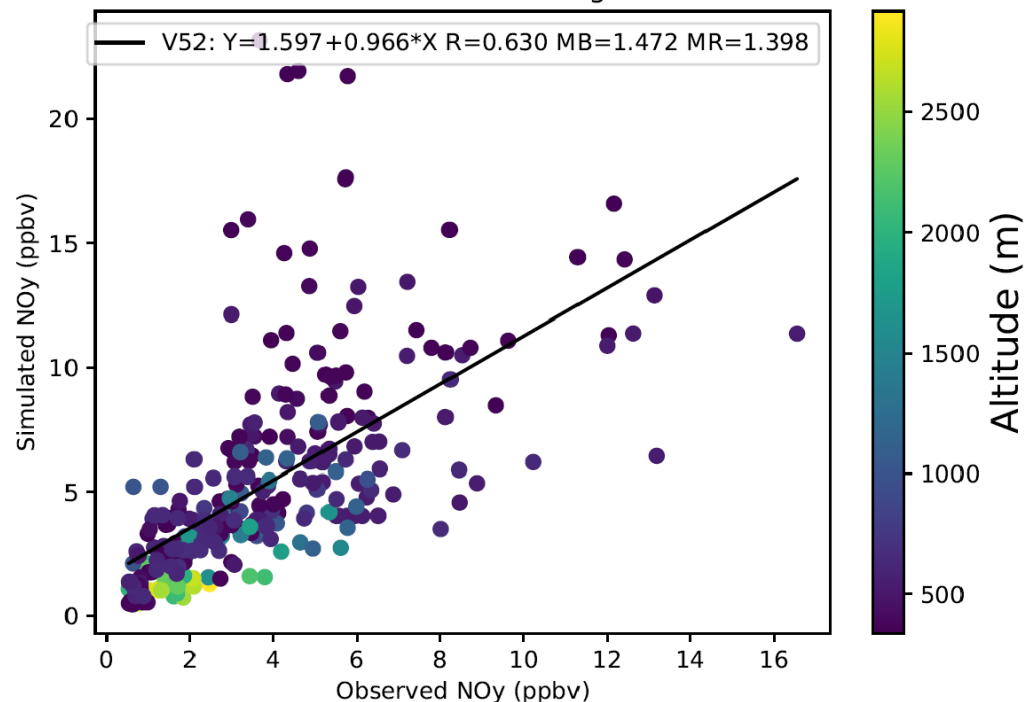


Courtesy of

Simulated vs Observed NO_x (ppbv) Chicago below 3km
for AEROMMA DC-8 Flights

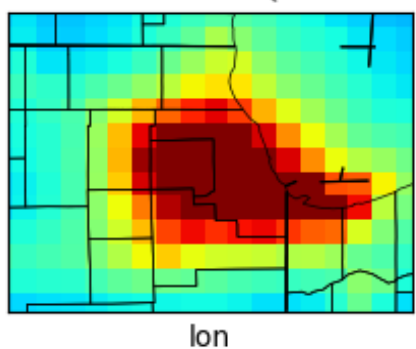


Simulated vs Observed NO_y (ppbv) Chicago below 3km
for AEROMMA DC-8 Flights

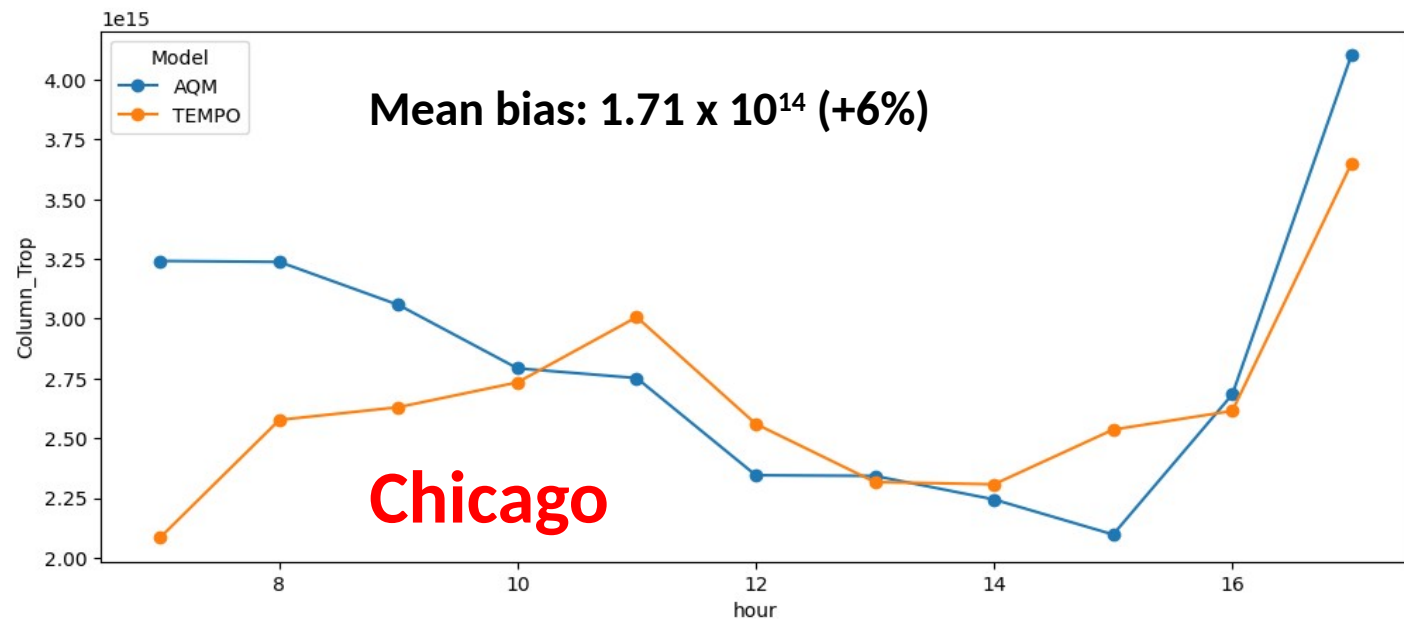
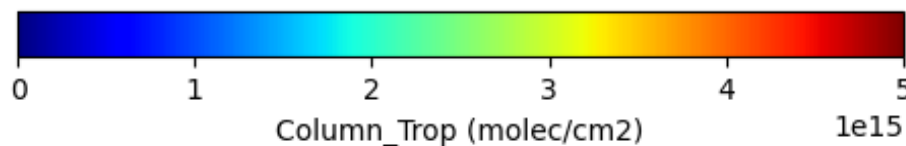
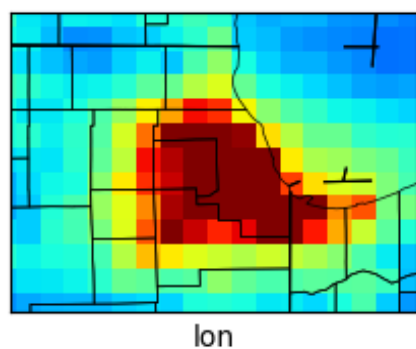


**Same but for
Chicago**

Model = AQM

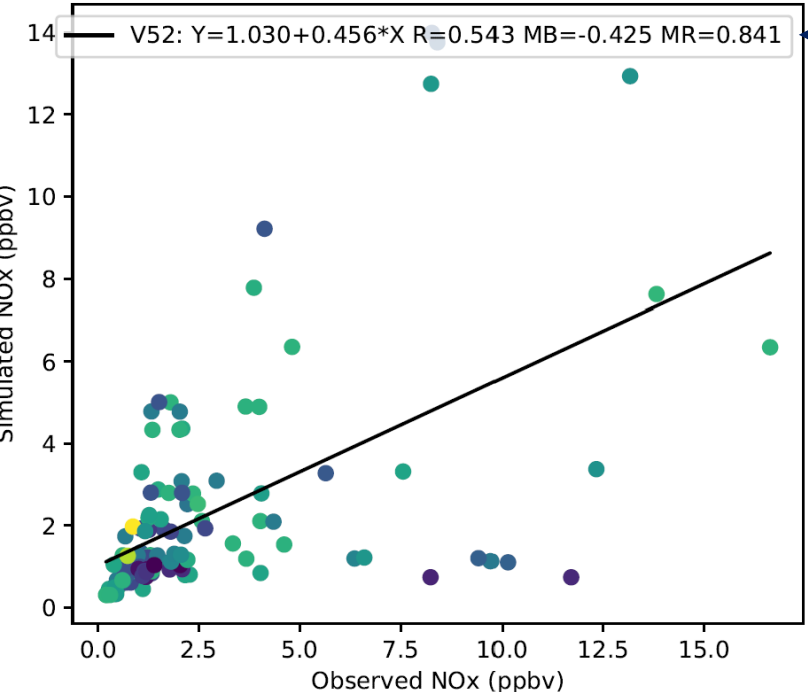


Model = TEMPO

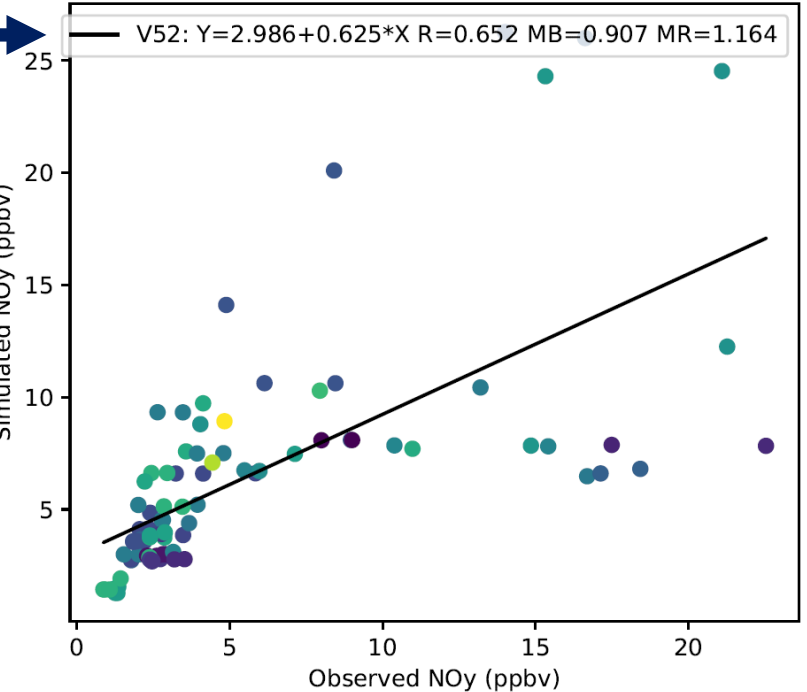


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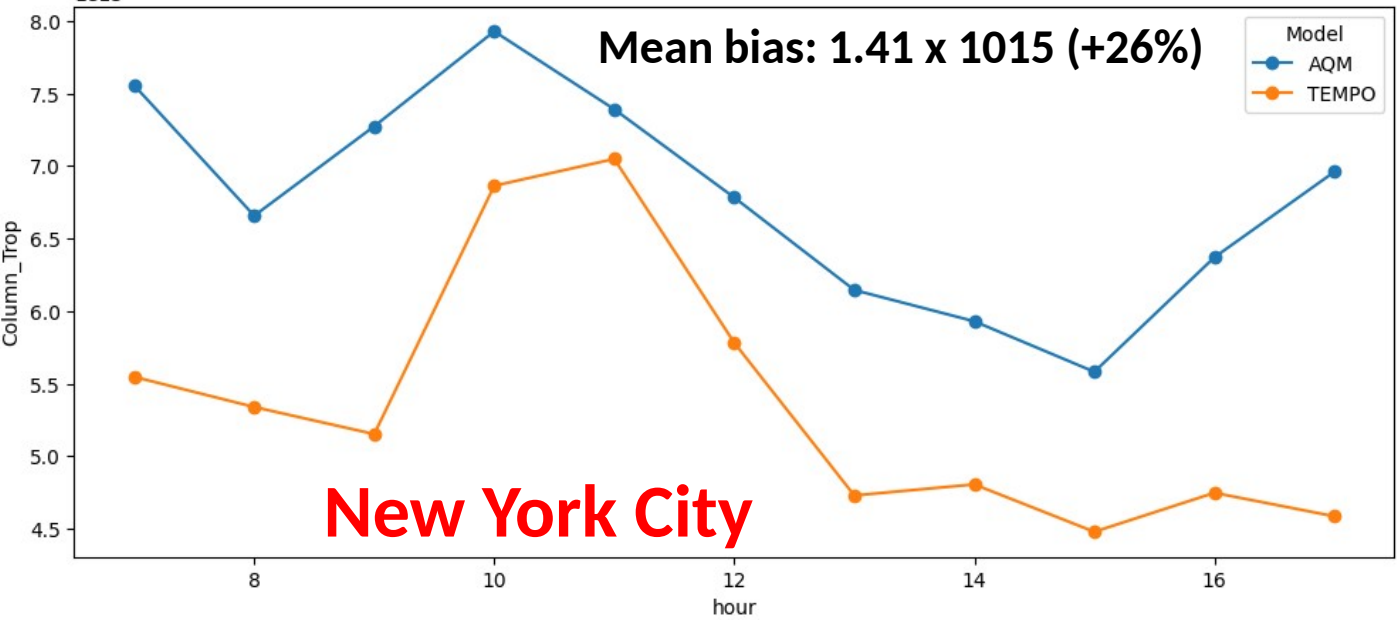
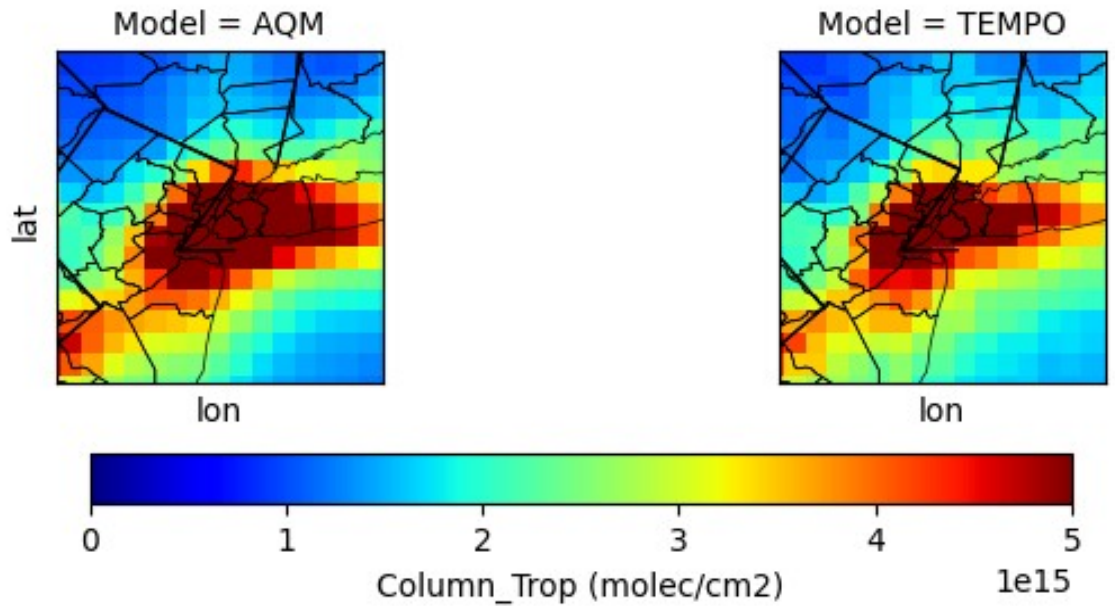
Simulated vs Observed NOx (ppbv) New York City below 3km for AEROMMA DC-8 Flights



Simulated vs Observed NOy (ppbv) New York City below 3km for AEROMMA DC-8 Flights



Same but for New York. The discrepancies exist among different species (NOx vs NOy), as well as in-situ vs TEMPO comparison



Courtesy of

Summary

The CMAQ5.4 chemistry has stronger photochemical variation than CMAQ 5.2, reflected by its higher ozone product efficiency and lower nighttime ozone.

The model's well-mixing assumption and insufficient spatial resolution lead to overpredicted NO_x consumption and NO_z production, and shorter NO_x age. CMAQ 5.4 shows slightly better chemical behavior over some areas.

The lateral or top boundary conditions for some species need adjustments.

SO₂ is underpredicted over U.S. West and lead to aerosol speciation shift.

The consistency between Satellite and in-situ data could be an issue, and we need to be caution for making emission adjustment based on them.