



Corrigendum to “Testing the near-field Gaussian plume inversion flux quantification technique using unmanned aerial vehicle sampling” published in Atmos. Meas. Tech., 13, 1467–1484, 2020

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This corrigendum provides a replacement for Fig. 8 from the original article. Although the flux results shown in Fig. 8 (corrected) remain unchanged, some of the flux results were incorrectly labelled on the vertical axis of the original figure (“T2.7” as “T1.7”; “T2.11” as “T1.11”; “T2.12” as “T1.12”; “T2.13” as “T1.13”; “T2.14” as “T1.14”; and “T2.15” as “ \overline{F}_- and \overline{F}_+ (UAV1)”), with some labels also incorrectly positioned (“ \overline{F}_- and \overline{F}_+ (UAV1)”, “ \overline{F}_c (UAV1)”, “ \overline{F}_- and \overline{F}_+ (UAV2)”, “ \overline{F}_c (UAV2)”, “ \overline{F}_- and \overline{F}_+ (all)” and “ \overline{F}_c (all)”).

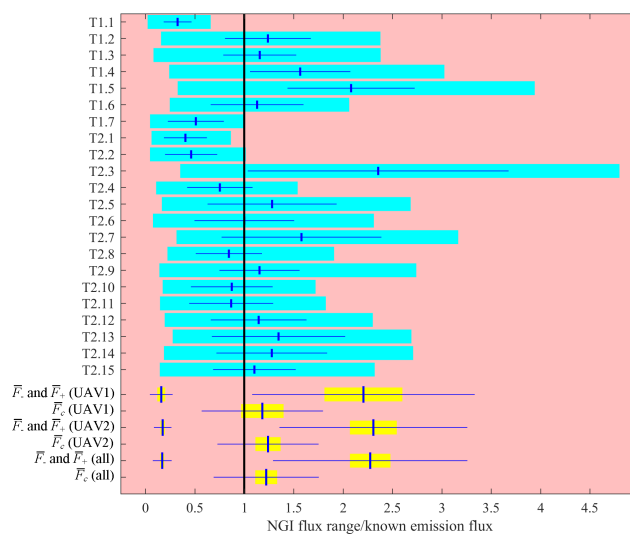


Figure 8. NGI flux uncertainty range (thick cyan bars), for each method testing flight survey, as a fraction of F_0 . The σ_F uncertainty range (horizontal blue lines) is given on either side of F_c (vertical blue lines). \overline{F}_c and \overline{F}_- and \overline{F}_+ averages (vertical blue lines) are plotted for UAV1, UAV2 and for all flight surveys. Standard deviation uncertainty ranges (horizontal blue lines) and standard error uncertainty ranges (thick yellow bars) are given on either side of \overline{F}_c , \overline{F}_- and \overline{F}_+ values.