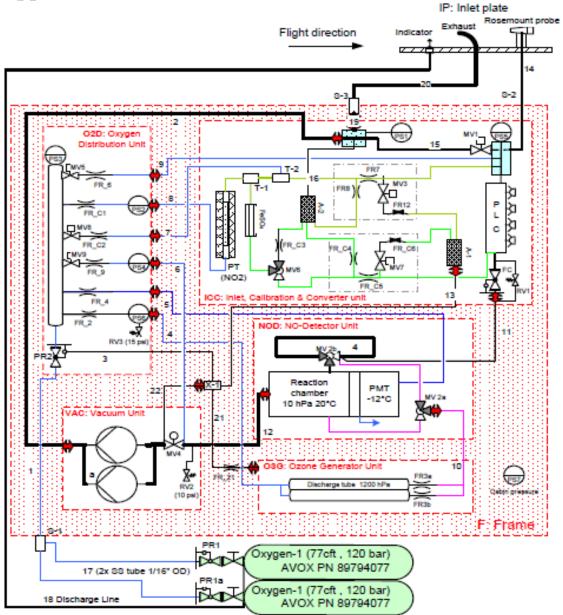
## The IAGOS NO<sub>x</sub> Instrument – Design, Operation and First Results from Deployment aboard Passenger Aircraft

Florian Berkes<sup>1</sup>, Norbert Houben<sup>1</sup>, Ulrich Bundke<sup>1</sup>, Harald Franke<sup>2</sup>, Hans-Werner Pätz<sup>1</sup>, Franz Rohrer<sup>1</sup>, Andreas Wahner<sup>1</sup>, and Andreas Petzold<sup>1</sup>

<sup>5</sup> <sup>1</sup> Forschungszentrum Jülich, IEK-8, Jülich, Germany <sup>2</sup> Enviscope GmbH, Frankfurt, Germany

Correspondence to: Florian Berkes (f.berkes@fz-juelich.de)

## Supplement



10 Figure S1: Detailed pneumatic diagram of the IAGOS NO<sub>x</sub> instrument (Revision 1), showing all pneumatic connections. A details description is available in the SOP (https://www.iagos.org/iagos-core-instruments/package2b/).

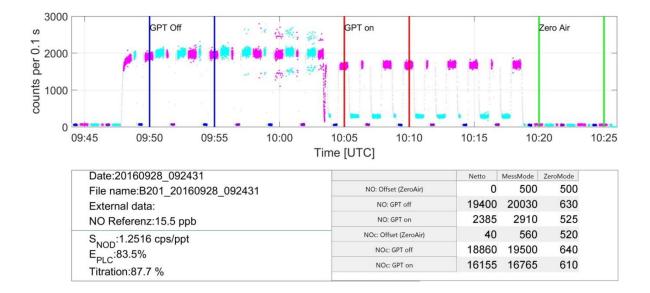


Figure S2: Determination of instrument characteristics during an external GPT in the laboratory. GPT off: only NO is flushed through the instrument. GPT on: mixture of NO and NO<sub>2</sub>. Zero-Air: NO and NO<sub>2</sub> free gas. For each interval at least 5 minutes of measurements are taken. Measure modes are shown for NO<sub>c</sub> (pink) and for NO (light blue); the zero modes are shown for NO<sub>c</sub> (purble) and for NO (dark blue).

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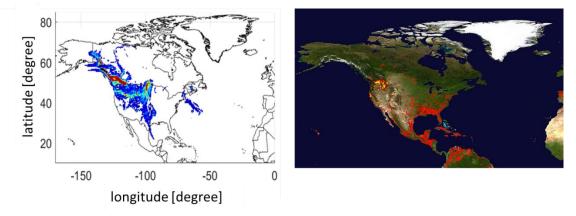


Figure S3: Left: Possible contribution of surface air masses based on 4 days backward simulations using the FLEXPART model on the Plume observed at cruise altitude shown in Fig 12. FLEXPART was driven by meteorological analysis data of 1° degrees in longitude and latitude with 60 hybrid-pressure levels in the vertical from ERA-Interim. Tracers are inert, non-interacting particles and released for one hour when the first plume was

observed (23 UTC). FLEXPART model output is given as the potential emission sensitivity (PES) of the particles over a particular region every hour. For this analysis the PES was time-intergraded over the analyzed period from the surface up to 500 m. Right: Fire detection map at this time period from https://lance.modaps.eosdis.nasa.gov/cgibin/imagery/firemaps.cgi.

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