

# A tandem approach for collocated in-situ measurements of microphysical and radiative cirrus properties

The Authors would like to thank the anonymous reviewers for their time as well as their very good suggestions and remarks. We think it improves this publication a lot.

We would also like to thank Volker Ebert for his comment about the instrument, which we included in the trace gas instrument section.

In the following, we answer all comments. Additionally, a marked-up manuscript version is attached.

## **Questions and Answers regarding RC1:**

***Line 110-112: You mention that on the original AIRTOSS, the external body cover was used as a mounting point for additional payload. Please explain why this was modified.***

That is correct. We wanted to use the external body just as a cover because it made it easier to open the AIRTOSS to check the instruments and to exchange the battery. Besides this fact, it was much easier to arrange the instruments on an internal frame during the construction process.

We made it more clear in the paper by writing:

*For the modified version, the body cover is used only as a cover, which does not need a detailed strength calculation and certification. It also makes it more convenient to access the instruments and to recharge the replaceable battery after a measurement flight.*

***Line 114: Air brakes are the red rectangles on the winglets in the back? This becomes clear only later on. – Describe the photo more clearly to a reader who might not know what air brakes are. Also, did you have several different flights during which you employed air brakes with different resistance coefficients to see which lead to the best performance in terms of horizontal flight positioning? Or did you construct the air brakes after flow simulations? ...ok, some of this is answered in Section 2.5 – you can also mention in line 114 that details are explained later. But if you don't, the reader is lost.***

Thank you for this comment. Yes, the air brakes are the red rectangles on the winglets in the back. They were constructed after the flow simulations, and we used one test flight to check

the behavior of the whole AIRTOSS. It turned out that the simulations were correct, and the AIRTOSS stayed incredibly stable during the flights.

We explained it more accurately in the text and refer to Section 2.5.

*Air brakes (red rectangles at the winglets) with different resistance coefficients were mounted onto the winglets to compensate for the shape of the asymmetric CCP and to keep the released AIRTOSS in a horizontal flight position. More details about the air brakes and the associated flow simulations are given in Section 2.6.*

***Line 137: You mention that several heaters of the CCP were deactivated. – Mention if/how this measure affects the instrument performance?***

You are completely right, that was a big issue before the campaign. We needed to save as much power as possible to get at least an operating time of around two hours for the AIRTOSS. The heaters, which were deactivated, are usually important for avoiding icing at the tips of the CCP by flying e.g. through mixed phase clouds. Another reason for the heaters is to avoid condensation on the optics of the CCP. We expected that the air masses in the vicinity of cirrus are so dry that icing or condensation wouldn't occur. In Figure 6, it is visible that the electronics/measurements were not affected by icing or condensation, because plausible 2D shadow images measured by the CCP-CIPg are shown.

We added this information to the paper.

*To save power, several heaters of the CCP instrument were deactivated. This was possible, because the main purpose of the heaters is to avoid icing and condensation at the optics of the instrument, by flying through e.g. mixed phase clouds. Only those from the CCP - Cloud Droplet Probe (CCP-CDP) instrument (see Section 2.3) were running during the measurement flights to keep the electronics under stable temperature conditions.*

***Line 335-353: This paragraph should be structured and phrased more clearly. For readability, it is better to introduce it like For flight X from Y to Y UTC, with the aircraft flying at XX m altitude and the AIRTOSS being at YYm altitude, cirrus filaments were detected during two sections (at X UTC and Y UTC). ...then go into detail. Instead of starting with details and then giving the big picture in the end. Also, in Fig.7a,b the quantity measured (downward irradiance needs to be added in the y-label). Axis labels and legend font is too small. Do the vertical bars indicate errors or standard deviations? What is the temporal resolution of the measurements?***

Thank you for this comment. We introduced the flight and the associated atmospheric conditions already in Section 3. For this reason, we didn't want to repeat it. Nevertheless, we agree with your remark and changed the first sentence, which now includes the date, the

time period of the flight leg and the altitude.

*Figure 8 shows a time series of downward spectral irradiance at 670 nm wavelength measured from the Learjet (Figure 8a) and AIRTOSS (Figure 8b) during a flight leg observed on 4 September 2013 between 09:35 UTC and 09:39 UTC, when the AIRTOSS was operated at an altitude of around 9900 m.*

We changed the legend in Figure 7 to make it obvious that downward irradiance measurements are shown. Axis labels and legend fonts are bigger too. The vertical bars indicate the error of the instruments and the running average uses the boxcar smoothing algorithm with 10 repetitions. We added this in the description of the figure. The temporal resolution is 1Hz for all measurements.

***In Fig. 7c an increased NC (of CCP-CDP and CCP-CIPg) is obvious at 05:35:50UTC – why does the running average only increase a few seconds later. – How is the running average determined?***

As already mentioned in the previous answer, we used the boxcar smoothing algorithm with 10 repetitions. This explains the behavior of the smoothing, because the running average increases a few seconds earlier as the peak.

***Line 368-371: In this paragraph you mention that variation in the upward irradiance is mainly due to a lower level stratus cloud. You also state that the upward irradiance varies more strongly in the upper legs while it is less in the lower legs. – Shouldn't the influence of the underlying stratus be affecting the lower leg measurements more than the upper ones? – Please clarify. Also, an additional figure showing a satellite image with overlaid flight track would be good to illustrate the cirrus/stratus situation.***

That's right, our wording is a little contradictory and the explanation is not complete. Two effects have to be considered here. First, the field of view of the irradiance optical inlet differs with distance to the cloud layer. A low stratus is more smoothed than a high cirrus, which is closer to the sensor. Therefore, the variability along a flight leg is mostly dominated by the cirrus inhomogeneities. Between the different legs, the stratus field might have changed and caused the differences of the mean values. Below the cirrus, these differences of the leg averages are in the range of the variability along a leg. In the third cirrus leg, the mean irradiance is increased due to the cirrus. This increase is a range similar to the standard deviation of the three upper legs. This indicates that the variability of the upper three legs is caused by the cirrus and not the stratus.

In the revised manuscript, we added following explanation:

*Assuming that along the flight leg the low stratus is homogeneous with respect to the field of view of the irradiance optical inlet, these higher standard deviations are mainly caused by the spatial variability of the cirrus. The cirrus is located vertically closer to the irradiance sensor and, therefore, smaller horizontally inhomogeneities are resolved by the measurements.*

We added a Satellite picture (Figure 5) where you can see the cirrus/stratus situation.

***Lines 405-410: This is important! – It should be mentioned more clearly in the abstract. Please emphasize that only collocated irradiance measurements of the Learjet and the AIRTOSS give meaningful heating rates. Also, specify which heating rates are theoretically expected instead of only listing the corresponding references.***

In the revised abstract we included this conclusion by:

*“Due to unavoidable biases of the measurements between the individual flight legs, the single platform approach failed to provide a realistic solar heating rate profile while the uncertainties of the tandem approach are reduced. Here, the solar heating rates range up to 6 K day<sup>-1</sup> at top of the cirrus layer.”*

Literature values of solar heating rates between 0.2-0.5 K/day were reported by Buchholtz et al. (2010) and Thorsen et al. (2013) for subvisible and optically thin cirrus. With an optical thickness of 0.6, the observed cirrus was optically thicker and higher heating rates can be expected. In the revised manuscript we added:

*For subvisible and optically thin cirrus, they calculated heating rates in the range of 0.2-0.5 J day<sup>-1</sup>. These higher values might result from the higher optical thickness,  $\tau=0.6$ , of the cirrus observed by AIRTOSS or be caused by horizontal inhomogeneities of the observed cirrus leading to horizontal photon transport as discussed by Finger et al. (2016).*

***Line 407: Here you mention that a cirrus geometrical thickness of more than 200m is too large to allow for positioning of the Learjet above and the AIRTOSS below the cloud layer. Earlier you stated a longer steel wire length – please clarify why the AIRTOSS cannot be positioned below thicker clouds?***

We used a maximum length for the steel wire of 3000 ft (914 m). With this length and a speed of 165 m s<sup>-1</sup>, the AIRTOSS was positioned 180 m below and 896 m behind the aircraft. This caused a temporal misalignment of 5 s. During this campaign, we didn't extend the length of the steel wire rope, because the restricted measurement area would have been to



small to keep the AIRTOSS under control. In addition, we didn't want to increase the temporal misalignment. We added this information to the manuscript.

*During the AIRTOSS-ICE campaign the steel wire was only released to a length of up to 914m (3000 ft) to keep AIRTOSS under manageable conditions within the borders of the relatively small restricted military areas. Under these conditions and with an airspeed of 165 m s<sup>-1</sup>, AIRTOSS stayed approximately 180 m below and 900 m behind the Learjet. This horizontal displacement introduces a delay of about 5 s between Learjet and AIRTOSS instantaneous location.*

***Line 427-428: What exactly can you derive by combining microphysical and radiative measurements. You did show several graphs of collocated measurements but it become not quite clear how this knowledge can be used. – Is it possible to validate radiative transfer retrievals of particle size (based on measured radiative properties) with the simultaneously measured particle size distributions? Or how else can the measurements be used for more in-depth cirrus studies?***

Yes, this was one of the main motivations for why the AIRTOSS was developed. Such a closure study was already published by Finger et al. (2016). In situ cloud microphysics of another cirrus case were used in radiative transfer simulations to calculate the cirrus optical layer properties. At the same time, the collocated irradiance measurements on AIRTOSS were used to derive the optical layer properties and were compared to the model results. This comparison helped to quantify the impact of ice crystal shape, effective radius, and optical thickness on the cirrus radiative forcing. We added the reference to Finger et al. (2016) in the conclusion of the revised manuscript.

*Further results are presented by Finger et al. (2016) in a closure study, which combines in situ cloud and radiative measurements to quantify the impact of ice crystal shape, effective radius, and optical thickness on cirrus radiative forcing.*

***Line 443-448: Only here you mention that the shown results are taken from a proof-of-concept campaign and that thus the AIRTOSS steel-wire was not extend further. – Please mention that in the very beginning of the manuscript.***

We didn't extend the steel-wire further, because we needed to keep the AIRTOSS at a manageable distance in the relatively small restricted areas. This information is added in the manuscript.

***Section 2.6: The trace gas measurements seem totally unrelated to the paper in which you are focusing on collocated measurements microphysical and radiative properties. Unless you convince me how they add to the entire story, I would suggest to remove the parts referring to the trace gas measurements. You only briefly refer to the trace gas measurements again in lines 455-457. – This is not sufficient to justify the inclusion of the trace gas measurement description.***

As pointed out in your comment, we do not show a case where trace gas data do play a central role since we observed the particles in the upper troposphere. However, specifically at the tropopause the additional information on the tracers (specifically N<sub>2</sub>O) provides some unique information on the tropopause location to the tandem observations and thus the full setup. Mueller et al. (2015) used these measurements during AIRTOSS-ICE on the Learjet to identify the occurrence of cirrus particles in stratospheric air masses by the amount of N<sub>2</sub>O, which demonstrate the importance of the full payload for the measurement concept. The N<sub>2</sub>O instrument was further flown for the first time during AIRTOSS-ICE. We therefore see the trace gases as part of the full technical tandem setup and thus would like to keep this section. Since we would like to publish the manuscript in the AM\*Techniques\* journal, which is dedicated to publishing advances in remote sensing and in-situ measurement techniques. In our understanding, this also includes the documentation and information about the complete payload of the tandem platform including the trace gas instruments as part of the full measurement concept.

***Minor Comments:***

***Sometimes you refer to the towing sensor shuttle as AIRTOSS, sometimes as the AIRTOSS. Be consistent and choose if you want to call it a noun or if you want to refer to it as proper name.***

Thanks for the comment, we want to use a name for it and changed it in the manuscript.

***Line 4: “detached from” should be extended by “detached from the aircraft via a cable” to illustrate the setup more clearly***

We changed it.

***Line 6: replace “layer clouds” by the more scientific term “stratiform clouds”***

Changed.

***Line 6: motivate why you need “sophisticated numerical flow simulations” - to quantify shattering effects on the CCP?***

Changed it to: Sophisticated numerical flow simulations were conducted in order to optimally integrate an axially asymmetric Cloud Combination Probe (CCP) inside AIRTOSS.

**Line 9-10: move this sentence about the steel cable to line 4 for clarity**

Already changed.

**Line 13 (and 287): The sentence seems backwards: ice crystals grow from small to large sizes (via diffusional growth/aggregation), thus the sentence should be phrased: ...maximum size in the observed...increases from 30µm to 300µm with decreasing altitude.**

We changed it.

**Also, shouldn't the change in maximum size of the PNSD rather refer to geometrical cloud depth than merely altitude? Please clarify.**

We used this explanation to describe the figure. A few sentence later we explain why the cloud particles are distributed like that.

**Line 16: Remove "consequently" or replace it by "thus"**

It is just a synonym. We prefer "consequently".

**Line 16: Add "growth" between microphysical and process**

Changed!

**Line 17: is the solar downward irradiance on the Learjet measured above/in/below the cirrus?**

**Line 18: Clarify where the cloud is positioned with respect to the tandem platform to determine heating rates**

The tandem platform did sample the cirrus at different altitudes. During the profile both platforms had been below, in, and above the cirrus. From the measurements at different altitudes, profiles of heating rates are derived. To clarify this approach in the abstract, we changed this part to:

*Measurements of solar downward and upward irradiances at 670 nm wavelength were conducted above, below, and in the cirrus on both, the Learjet and AIRTOSS. The observed variability of the downward irradiance below the cirrus reflects the horizontal heterogeneity of the observed thin cirrus.*

**Line 25: THEIR microphys. Prop. ; warm or cool (plural!)**

Thank you. We changed it.

**Line 26-28: rearrange sentence structure to proper English. "Especially the ice particle shape was found to determine ... (e.g., Wendisch ... )"**

Changed.

***Line 29: You cannot talk about “such effects” of surface roughness when you haven’t previously talked about surface-roughness. – Modify the sentence accordingly.***

Changed.

***Line 47: Clarify if the “two helicopter borne platforms” refer to two helicopters flown simultaneously or if not, what kind of platforms you refer to.***

Changed.

***Line 54: Replace “speed” by “aircraft velocity”***

We changed it.

***Line 55: released by means of a steel wire***

Changed.

***Line 56: In “the study of” Frey et al....***

We changed it.

***Line 58: “this” not “his”***

Thank you.

***Line 60: If the Frey et al. 2009 study is based on the proof-of-concept campaign, it should be mentioned clearly. Also, the proof-of-concept sentence should be moved before line 56. Try to ease the reader into the subject, go from larger picture to more detailed description.***

Changed.

***Line 94: What is the limited distance? Give a value.***

Unfortunately, we are not able to give a precise number for the distance.

***Line 103: Title of this subsection should be “Specifications of the AIRTOSS”***

We changed it.

***Line 113: remove comma***

Thanks.

***Line 121: “of up to 914m”***

Changed.

***Line 128: “less than the maximum ...”***

Changed.

***Line 137: to save energy***

Thanks.

***Line 138: explain abbreviation CCP-CDP***

Okay.

***Line 139: a voltage***

Changed.

***Line 141: no commas***

Changed.

***Line 153: mounted on***

Changed.

***Line 154: Seems like a word is missing after particle-by-particle data analysis/algorithm/technique?***

We made it more clear.

***Line 158: Specify what you mean by size: maximum dimension?***

It is the maximum dimension diameter. We corrected it.

***Line 163: citations should be given in chronological order***

Changed.

***Line 172: Again, this last sentence seems like it was added as an afterthought. Consider moving it after the reference to Knollenberg, maybe by combining those two sentences.***

Changed.

***Line 178: at the bottom***

Thank you.

***Line 180: wavelengths***

Changed.

***Line 180: irradiance sensor; give reference for horizontal alignment requirement***

Changed.

***Line 191: ...symmetric, ... (comma)***

Changed.

***Line 194-197: this sentence needs to be simplified or divided into two for clarity. What do you mean by "aiming at their compensation"?***

We meant: "with the goal to compensate these effects". We changed the sentence though.

***Line 219: As a result, ...***

Changed.

***Line 235: Accordingly, ...***

Thank you.

***Line 272: of less than...***

Thanks.

***Line 293: growth process***

Changed.

***Line 294: water vapor diffusion; the particles don't descent, they sediment***

Changed.

***Line 300: explain the term area ratio***

Regarding to Frey (2011), it is just the area of the shadowed pixels (measured by e.g. the CCP-CIPg instrument) divided by the calculated particle area using the maximum dimension diameter. We added this information in the manuscript.

***Line 304: what orientation was assumed for the falling columnar ice crystal?***

As you can see from the area ratio, the ice crystal is horizontally orientated. To make this more clear, we mentioned it in the manuscript.

***Line 304: replace numbers with "estimated terminal fall velocities"***

Thanks.

***Line 307: Why does aggregation only occur several hours after particle formation at such ice particle number concentration? – Try to present the reader with a good story, instead of with many questions.***

Because the probability for collision is low. We added it.

***Line 326: What do you mean by "undisturbed"? constant?***

Thank you for this comment. We changed the sentence to:

*Above the cirrus, the downward irradiance is almost constant over the entire legs indicating clear sky for both platforms.*

**Line 349: add citation**

Inserted.

**Line 350: is affected by what? Do you mean “shows variation”?**

Exactly, thank you.

**Line 359: the “in-cloud” inhomogeneities**

Already changed.

**Line 363: Start the sentence with “to make measurements comparable, ...”**

Changed.

**Line 367: Sentence is unclear. Please clarify what the horizontal bars indicate: the standard deviation along individual flight legs or the variability of the radiation along the flight legs?**

Changed.

**Line 406: why radiance? I suppose you mean “irradiance”?**

Correct.

**Line 420: Is SMART really a sensor?**

Changed.

**Line 426: Remove comma**

Thanks.

**Line 454: Again, the reader wonders: What is the higher sampling rate? – Please mention it and relate to the sampling rate and the sample area of the CCP.**

To explain it better we used the sample volume and changed the manuscript.

*To perform microphysical measurements with a higher temporal resolution, the implementation of holographic instruments is also an attractive alternative. These instruments have a larger sample volume of up to  $305\text{cm}^3$ , which is much higher than the sample volume of the CCP-CDP instrument ( $45\text{ cm}^3$  for an aircraft velocity of  $165\text{ m s}^{-1}$ ).*

## **Questions and Answers regarding RC2:**

***On reading the abstract I was not convinced why I needed to use this system. I think the paper needs to do a bit more to convince the reader that this is a useful technique.***

We made it more clear in the abstract why this system is a useful technique.

*Vertically resolved solar heating rates were derived by either using single platform measurements in different altitudes or by making use of the collocated irradiance measurements in different altitudes of the tandem platform. Due to unavoidable biases of the measurements between the individual flight legs, the single platform approach failed to provide a realistic solar heating rate profile while the uncertainties of the tandem approach are reduced. Here, the solar heating rates range up to 6 K day<sup>-1</sup> at top of the cirrus layer.*

***line115. Does this mean that certification is limited to one payload and any changes require another certification?***

Yes, this is typical for airborne research platforms. The certification process is linked to a specific configuration. Nevertheless, it is possible to certify multiple configurations from the beginning for one platform. Then you are allowed e.g. to change instruments during a campaign.

***section 2.6. It would seem more natural to move this section to just after section 2.3 or 2.4. Or move the flow simulation earlier. At the moment the flow simulation section sits in the middle of sections describing instrumentation.***

Yes, you are right. Thank you for the comment. We moved the flow simulation section to the end of Section 2.

***line 260 Oppb - is it really that sensitive?***

We got that information from the manual. A more detailed look in Köllner (2013) showed that the lower threshold is at 0.9 ppb for 700hPa. We changed it.

***line 295 - do you mean smaller ice crystals nearer the top (lower fallspeeds and hence longer residence times at that altitude) ?***

Yes, exactly. To make it more clear, we changed a few words.

***line 307. What was the relative humidity with respect to ice? Can you reconcile the 2D imagery in figure 6 with the diffusion grown images in Bailey and Hallett 2009 JAS fig5 for your temperature and humidity range?***

We looked into Baily and Hallett, but also into Heymsfield and Miloshevich, JAS, (2005). The particle shape and size look similar. That is the case, because we were under similar conditions (RH ~ 102%, Temp: -35 to -45°C). Unfortunately, the CCP-CIPg instrument does not deliver as good of a resolution like the instruments in the other publications. For that reason, we mentioned in the conclusions that a holographic instrument would be a good



option for future campaigns.

***line 358-360. This is the heart of the reason for flying a tandem formation. If you have one platform within cloud measuring the downwelling radiation and another platform slightly below measuring the same radiation then the difference between those two signals is going to provide information about the intervening cloud. It should not matter that one platform is not at cloud top. Perhaps the errors in the radiation measurements are too large to do this with the separation that was being used? Could a calculation be done to estimate what thickness is required?***

Yes, this is correct. In general, having both platforms in the cloud still provides the cloud properties in the intervening layer. We actually analyzed this when calculating the profile of heating rates in Section 4.2. For the tandem approach, heating rates between both platforms are derived. The results of this exemplary case showed that, in general, the separation was still sufficient to derive cloud optical properties between the two platforms with reasonable uncertainty. However, the current distance used for the measurement setup is at the limit for resolving differences in the irradiance profiles in case of thin cirrus. This is obvious by the large uncertainties estimated for the heating rates in Fig. 8. Similar conclusions had been made for a second case analyzed by Finger et al. (2016).

In the revised manuscript we removed the original statement and added the following discussion:

*However, the approach by Werner et al. (2014) for analyzing the collocated number concentration and cloud remote sensing works only if the radiation measurements are performed well above the cloud. In the case of the AIRTOSS-Learjet tandem this would limit the analysis to the uppermost cirrus layer. However, operating radiation measurements on both platforms, the cloud optical layer properties can be derived as presented by Finger et al. (2016). Using the collocation for cloud layers well inside the cloud can also be analyzed.*

***It should now be possible to do a closure study where the microphysical information from AIRTOSS is assumed to represent a column of cloud between AIRTOSS and the Lear. An average along the leg could be used. This column can then be modelled with a radiation code to estimate the effect on the radiation. The radiative response of this column of cloud can then be compared with the measured radiative difference. To me this would be the unique selling point of this system- the ability to carry out this type of analysis. This sort of closure study could be used to try and constrain unobserved quantities such as crystal roughness.***

Yes, this was one of the main motivations for why the AIRTOSS was developed. Such a closure study was already published by Finger et al. (2016). In situ cloud microphysics of another cirrus case were used in radiative transfer simulations to calculate the cirrus optical

layer properties. At the same time the collocated irradiance measurements on AIRTOSS were used to derive the optical layer properties and were compared to the model results. This comparison helped to quantify the impact of ice crystal shape, effective radius, and optical thickness on the cirrus radiative forcing. We added the reference to Finger et al. (2016) in the conclusion of the revised manuscript.

*Further results are presented by Finger et al. (2016) in a closure study, which combines in situ cloud and radiative measurements to quantify the impact of ice crystal shape, effective radius, and optical thickness on cirrus radiative forcing.*

***Fig8. Yes, this plot is good. The advantage of using the tandem platform for heating rates over single platforms should be emphasized more in the abstract.***

Thank you! We mentioned it in the abstract.

# A tandem approach for collocated **in-situ** measurements of microphysical and radiative cirrus properties

Marcus Klingebiel<sup>1,2</sup>, André Ehrlich<sup>3</sup>, Fanny Finger<sup>3</sup>, Timo Rösenthaller<sup>4,5</sup>,  
 Suad Jakirlić<sup>5</sup>, Matthias Voigt<sup>6</sup>, Stefan Müller<sup>4,6</sup>, Rolf Maser<sup>4</sup>,  
 Manfred Wendisch<sup>3</sup>, Peter Hoor<sup>6</sup>, Peter Spichtinger<sup>6</sup>, and Stephan Borrmann<sup>2,6</sup>

<sup>1</sup>Max Planck Institute for Meteorology, Atmosphere in the Earth System Department, Hamburg, Germany

<sup>2</sup>Max Planck Institute for Chemistry, Particle Chemistry Department, Mainz, Germany

<sup>3</sup>Leipzig Institute for Meteorology (LIM), University of Leipzig, Leipzig, Germany

<sup>4</sup>Enviroscope GmbH, Frankfurt, Germany

<sup>5</sup>Institute for Fluid Mechanics and Aerodynamics, Darmstadt University of Technology, Darmstadt, Germany

<sup>6</sup>Institute for Atmospheric Physics, Johannes Gutenberg University Mainz, Mainz, Germany

Correspondence to: S. Borrmann (stephan.borrmann@mpic.de)

**Abstract.** Microphysical and radiation measurements were collected with the ~~unique novel~~ AIRcraft TOWed Sensor Shuttle (AIRTOSS) - Learjet tandem platform. ~~It~~ The platform is a combination of ~~a-an instrumented~~ Learjet 35A research aircraft and an ~~instrumented aerodynamic body, which can be aerodynamic bird, which is~~ detached from and retracted back to the aircraft during flight via a steel wire with a length of 4000 m. Both platforms are equipped with radiative, cloud microphysical, trace gas (~~CO, N<sub>2</sub>O, O<sub>3</sub> and H<sub>2</sub>O~~) ~~and meteorological instruments~~ and meteorological instruments. The purpose of the development of this tandem setup is to study the inhomogeneity of cirrus as well as other ~~layer-stratiform~~ clouds. Sophisticated numerical flow simulations were conducted in ~~advance-in~~ order to optimally integrate ~~a-an axially asymmetric~~ Cloud Combination Probe (CCP) inside ~~the~~ AIRTOSS. The tandem platform was ~~used for the first time~~ applied during measurements at altitudes up to 36 000 ft (10 970 m) ~~during the in the framework of the~~ AIRTOSS - Inhomogeneous Cirrus Experiment (AIRTOSS-ICE). ~~AIRTOSS is connected to the aircraft by a steel wire with a length of 4000 m.~~ Ten flights were performed above the North Sea and Baltic Sea to probe frontal ~~cirrus, and~~ in-situ formed cirrus, ~~and as well as~~ anvil outflow cirrus. ~~The~~ For one flight, cirrus microphysical and radiative properties displayed significant inhomogeneities resolved by both measurement platforms. ~~Data collected with the CCP~~ The CCP data show that the maximum of the observed particle number size distributions shifts with ~~increasing altitude from 300~~ decreasing altitude from 30  $\mu\text{m}$  to ~~30~~ 300  $\mu\text{m}$ , which is typical for frontal, midlatitude cirrus. Theoretical considerations imply that cloud particle aggregation inside the studied cirrus is very unlikely. Consequently, diffusional growth was identified to be the dominant microphysical growth process. Measurements of

solar downward ~~irradiance and upward irradiances~~ at 670 nm wavelength ~~on~~ were conducted above, below, and in the cirrus on both, the Learjet and ~~the sensor shuttle indicate a significant AIRTOSS.~~ The observed variability of the downward irradiance below the cirrus reflects the horizontal heterogeneity of the observed thin cirrus. ~~Making~~ Vertically resolved solar heating rates were derived by either using single platform measurements in different altitudes or by making use of the collocated irradiance measurements in different altitudes of the tandem platform, ~~vertically resolved solar heating rates were derived. They varied by.~~ Due to unavoidable biases of the measurements between the individual flight legs, the single platform approach failed to provide a realistic solar heating rate profile while the uncertainties of the tandem approach are reduced. Here, the solar heating rates range up to 6 K day<sup>-1</sup> ~~in and above at top of~~ the cirrus layer.

## 1 Introduction

Cirrus clouds consist of ice particles and occur in the upper troposphere and lower stratosphere at temperatures below -38 °C (Boucher et al., 2014; Koop et al., 2000). ~~The~~ Their wide range of microphysical and macrophysical properties ~~of cirrus~~ affects the solar and terrestrial radiative budget of the ~~Earth-Atmosphere~~ Earth's climate system. Depending on the microphysical properties, cirrus either warms or cools the layer below the clouds (Lynch, 2002; Zhang et al., 1999). ~~Especially~~ Among other factors, the ice particle shape ~~was found by several studies, e.g., Wendisch et al. (2005); Wendisch et al. (2007); Eichler et al. (2009) or Finger et al. (2016) to determine~~ determines the cirrus radiative properties such as ~~top of atmosphere~~ its albedo or spectral radiative layer properties. ~~Such effects of ice (e.g., Wendisch et al. (2005), Wendisch et al. (2007), Eichler et al. (2009) or Finger et al. (2016)).~~ Ice particle shape and surface roughness may ~~cause significant biases in cirrus retrievals from satellite instruments. However, most of these studies apply sensitivity studies for different ice crystal shapes using measurement-based radiative transfer simulations. These simulations do not directly link in-situ observations of ice crystal shape and cirrus radiative properties also cause~~ biases in retrievals of cirrus properties from satellite measurements.

~~To better~~ To quantify the dependence of the cloud radiative forcing ~~and from~~ cloud properties, ~~spatially vertically~~ separated observations of the cirrus microphysical and radiative properties are needed. This can be realized by consecutive measurements by one single ~~measurement platform aircraft~~ or collocated observations by two platforms. The first approach is ~~limited by problematic~~ due to the (usually too large) temporal ~~delay separating the single observation displacement between the observations~~ in, below, and above the cloud. Collocated measurements using two coordinated aircraft were attempted for example during the Cirrus Regional Study of Tropical Anvils and Cirrus Layers - Florida Area Cirrus Experiment (CRYSTAL-FACE) in 2002 (Jensen et al., 2004), the Tropical Composition, Cloud and Climate Coupling (TC4) mission in 2007 (Toon, 2007), and the Radiation-Aerosol-Cloud Experiment in the Arctic Circle (RACEPAC) in 2014 (Ehrlich and

Wendisch, 2015). However, as pointed out by Frey et al. (2009) and others, ~~such arrangements with two different aircraft are subject to a number of limitations, flight safety being the largest~~ the exact vertical collocation between the two aircraft with different speeds is problematic as well. To minimize these ~~problems, towed measurement collocation issues, towed sensor~~ systems have been applied ~~for cloud research, in the past.~~

During the CARRIBA (Cloud, Aerosol, Radiation and tuRbulence in the trade wInd regime over BARbados) project (Siebert et al., 2013) two ~~helicopter borne platforms~~ platforms connected by a cable to a helicopter were applied to obtain collocated measurements of thermodynamic, turbulent, microphysical, and radiative properties within clouds. Werner et al. (2014) showed that such observations can be used to link cloud microphysical and radiative properties and estimate the Twomey effect in shallow cumulus. However, ~~these~~ such helicopter measurements are limited to altitudes below 3000 m and, therefore, are not suited for investigating cirrus.

Frey et al. (2009) introduced a new tandem measurement platform consisting of a Learjet 35A research aircraft and an AIRcraft TOWed Sensor Shuttle (AIRTOSS), which can operate in higher altitudes and ~~speeds-velocities~~ ( $\sim 700 \text{ km h}^{-1}$ ). AIRTOSS is a sensor pod that is attached under the right wing of the Learjet. When the Learjet reaches the measurement area, AIRTOSS is released and towed by the aircraft ~~-In via a steel wire. In 2007 a proof-of-concept campaign was conducted to evaluate the technical feasibility, the flight safety, and the flight performance of AIRTOSS. In the study of~~ Frey et al. (2009), AIRTOSS was ~~only~~ equipped with a Cloud Imaging Probe (CIP) to measure the microphysical properties of the clouds and two navigation systems ~~to collect information about the attitude angles and the position of the AIRTOSS. At his.~~ At this time, the configuration of the tandem platform was certified only to fly up to an altitude of 25 000 ft (7620 m), which is below the altitude where most cirrus typically occurs. ~~A proof-of-concept campaign was conducted in 2007 to assess on the technical feasibility, the flight safety, and to evaluate, if the performance of the AIRTOSS is good enough for meaningful measurements of cloud microphysics and radiation.~~ Frey et al. (2009) show that turbulence as well as acceleration and deceleration maneuvers should be avoided to keep roll and pitch angles in a range of  $\pm 3^\circ$  ~~that is tolerable for reliable,~~ which appears tolerable for irradiance measurements (by definition related to a strictly horizontal receiving plane). ~~Combined with careful data filtering (i.e. to exclude turns) the effect of horizontal misalignment of the AIRTOSS can be minimized. Under these constraints it was found that it is possible to perform useful irradiance measurements on the AIRTOSS platform (Frey et al., 2009). Motivated by these promising results,~~

In this paper an advanced AIRTOSS platform including radiative and cloud microphysical instruments ~~was developed and certified (between 2011 and 2013)~~ is introduced, which is certified for higher altitudes up to 41 000 ft (12 500 m). ~~This paper focuses on the technical~~ Technical details of the redesigned ~~and advanced AIRTOSS version that is~~ AIRTOSS are presented in Section 2. Section 3 shows ~~the first~~ results of collocated measurements in cirrus clouds with the Learjet 35A and ~~the~~

~~further developed AIRTOS platform~~ AIRTOSS. Two examples of ~~how the collocated observations can be analyzed~~ collocated observations are discussed in Section 4. Section 5 summarizes the outcome and gives an overview of the strengths and weaknesses of the improved AIRTOSS-Learjet tandem platform.

## 2 Technical development and properties of the AIRTOSS-Learjet tandem platform

The advanced AIRTOSS-Learjet tandem platform includes radiation sensors and ~~an extended a~~ sophisticated probe for cloud microphysical measurements. This setup (see Figure 1) was used during the AIRTOSS - Inhomogeneous Cirrus Experiment (AIRTOSS-ICE) in spring and autumn 2013 above the North Sea and Baltic Sea.

Ten flights, five in spring (06.05.2013 – 08.05.2013) and five in autumn (29.08.2013 – 05.09.2013), were performed during the AIRTOSS-ICE campaign. The release of ~~the towed sensor shuttle~~ AIRTOSS was only possible under strict safety regulations, and for this reason the measurement flights were only performed in restricted military areas. In order to reach cirrus altitudes a full formal aeronautical and aircraft certification had to be completed. After this complex procedure the tandem platform consisting of the Learjet 35A and the AIRTOSS was allowed to operate at altitudes up to 41 000 ft (12 500 m).

### 2.1 The Learjet 35A research aircraft

~~The aircraft of the tandem platform~~ In this study a Learjet 35A is applied (see Figure 1a) ~~is a Learjet 35A~~. It can reach a maximum flight distance of 1700 NM (3148 km) and a maximum altitude of 45 000 ft (13.7 km) and typically cruises at speeds between  $600 \text{ km h}^{-1}$  and  $800 \text{ km h}^{-1}$ . ~~For scientific projects, the~~ The aircraft is equipped with a sensor pod mounted under the left wing (see Figure 1b) and a winch for ~~the~~ AIRTOSS under the right wing. This additional freight limits the maximum altitude (to  $\sim 36\,000 \text{ ft}$ ,  $10\,970 \text{ m}$ ) and ~~distance~~ endurance. Radiative, meteorological and microphysical instruments ~~were mounted inside the~~ are mounted inside AIRTOSS as well as on the fuselage of the ~~Learjet and are introduced in the following sections~~ aircraft.

### 2.2 Aircraft TOWed Sensor Shuttle (AIRTOSS)

The original ~~body structure of the~~ bird structure of AIRTOSS belongs to the shuttle case of the type DO-SK6 and is manufactured by the *European Aeronautic Defence and Space Company* (EADS). ~~It~~ Primarily it is used as a flight target for military training. The original case and the inner frame structure was modified for implementing scientific instruments to perform measurements for atmospheric ~~science~~ research.

### 125 2.2.1 ~~Structure of the AIRTOS~~Specifications

A perspective view of the structure of ~~the~~-AIRTOS is shown in Figure 2a. The internal frame consists of high-strength aviation aluminium EN AW-7075 and is separated into three sections. Structural elements on the internal frame allow all sensors to be mounted inside ~~the~~-AIRTOS, which has a length of 2.89 m and a diameter of 0.24 m. The middle section includes the eyelet, which  
130 connects the AIRTOS to the Learjet by a steel wire without electrical leads. A Cloud Combination Probe (CCP) is located in the front section, and the rear part of ~~the sensor shuttle~~-AIRTOS contains mainly the radiation instruments. The original version used the external body cover (made of glass-fibre reinforced plastic) as a mounting point for additional payload. For the modified version, the body cover is ~~only used as covering~~used only as a cover, which does not need a detailed  
135 strength calculation and certification. It also makes it more convenient to access the instruments and to recharge the replaceable battery after a measurement flight.

The photograph in Figure 2b was taken from an accompanying second aircraft ~~;~~during a test flight for the airworthiness certification procedure. Air brakes (red rectangles at the winglets) with different resistance coefficients were mounted ~~at~~onto the winglets to compensate for the shape of the  
140 asymmetric CCP and to keep the released AIRTOS in a horizontal flight position. More details about the air brakes and the associated flow simulations are given in Section 2.6.

During transfer flights into the measurement areas, the unreleased AIRTOS stayed locked to the winch and was tilted such that it was closely held underneath the wing to ensure a save distance between sensors and ground during the take-off and landing maneuvers of the aircraft. The maximum  
145 length of the steel wire between the winch and AIRTOS is 4000 m. During the AIRTOS-ICE campaign the steel wire was only released to a length of up to 914 m (3000 ft) to keep AIRTOS under manageable conditions within the borders of the the relatively small restricted military areas. Under these conditions and with an airspeed of  $165 \text{ m s}^{-1}$ , AIRTOS stayed approximately 180 m below and 900 m behind the Learjet. This horizontal displacement introduces a delay of about 5 s between  
150 Learjet and AIRTOS instantaneous location. During turns also a lateral displacement is introduced. This data was rejected from the collocated analysis presented here. The tare weight of the AIRTOS case without instruments is 27.0 kg. After including the instruments and the accessories, the total weight is 61.2 kg. To get the position of the center of gravity, a trim weight of 1.4 kg was added in the rear section, resulting in a total weight of 62.6 kg. This is still ~~under~~less than the maximum  
155 permitted total weight of 70 kg. Table 1 gives an overview of the masses of the included instruments and accessories.

### 2.2.2 Energy consumption of the instruments

A rechargeable battery serves as the power source for the instruments mounted inside AIRTOS and is located in the center of gravity in the middle section. AIRTOS reaches a continuous in air

operation time of two hours. Safety regulations only permit to power the instrumentation when ~~the~~ AIRTOS is detached from the Learjet. The consequence of this constraint is that the instruments must start to operate autonomously in an ambient temperature between  $-30^{\circ}\text{C}$  and  $-50^{\circ}\text{C}$ . A suitable rechargeable battery for these circumstances is the Smart VHF Modul 20S2P (24 V, 30 Ah) from SAFT batteries. To save ~~some energy power~~, several heaters of the CCP instrument were deactivated.

This was possible, because the main purpose of the heaters is to avoid icing and condensation at the optics of the instrument, by flying through e.g. mixed phase clouds. Only those from the CCP - Cloud Droplet Probe (CCP-CDP) instrument (see Section 2.3) were running during the measurement flights to keep the electronics under stable temperature conditions. With these settings, all listed instruments in Table 1 consumed 213 W ~~by an Voltage of at~~ 28 VDC. The rechargeable battery delivers 720 Wh, which leads to an operating time of 3.5 h. However, considering that the CCP instrument turns off below a voltage of 22.6 V ~~, in order to protect the lasers ,~~ the true operating time of ~~the~~ AIRTOS is 2.5 h.

### 2.3 Instrumentation for microphysical cloud particle measurements

Different in-situ instruments were installed on board of AIRTOS and the Learjet sensor pod during the AIRTOS-ICE campaign to collect information about the microphysical properties of cirrus clouds. The Cloud Combination Probe (CCP) instrument contained in ~~the~~ AIRTOS is a modified version of the instrument initially manufactured by Droplet Measurement Technologies (DMT, Boulder, CO, USA). The position at the tip of ~~the~~ AIRTOS assures that the instrument is not influenced by proximity of aircraft structures, wings and fuselage, which sometimes cause issues when mounted at regular research aircraft (Weigel et al., 2016). To cover particles in a size range between  $2\text{ }\mu\text{m}$  and  $960\text{ }\mu\text{m}$ , the CCP contains a Cloud Imaging Probe grayscale (CCP-CIPg) and a Cloud Droplet Probe (CCP-CDP). Shattering artifacts (Jensen et al., 2009; Korolev et al., 2010) are minimized by using specially designed tips (Korolev et al., 2013) that are mounted ~~to on~~ both instruments. Related artifacts can be identified and excluded by ~~recorded particle-by-particle data using~~ the recorded inter-arrival time of each particle (Field et al., 2003, 2006; de Reus et al., 2009).

The CCP-CIPg records two dimensional shadow images in a size range between  $15\text{ }\mu\text{m}$  and  $960\text{ }\mu\text{m}$  with a resolution of  $15\text{ }\mu\text{m}$ . Computer software, including special algorithms, is used afterwards to estimate cloud particle parameters like ~~size~~ maximum dimension diameter, concentration, and shape (Korolev, 2007a).

In comparison to the CCP-CIPg instrument, the CCP-CDP detects particles in a smaller particle diameter size range between  $2\text{ }\mu\text{m}$  and  $50\text{ }\mu\text{m}$ . The instrument is based on forward light-scattering with a light collection angle from  $4^{\circ}$  up to  $12^{\circ}$  and uses a laser diode with a wavelength of 658 nm. A sample area of  $0.27 \pm 0.025\text{ mm}^2$  was estimated by using a piezoelectric droplet generator laboratory setup, similar to the design of ~~Lance et al. (2010) and Wendisch et al. (1996)~~ Wendisch et al. (1996) and Lance et al. (2010). The accuracy and prior measurements of the CCP-CDP instrument are shown in



Molleker et al. (2014) and Klingebiel et al. (2015).

The Learjet was equipped with a Forward Scattering Spectrometer Probe (FSSP) inside the sensor pod (Figure 1b). This instrument was developed by Knollenberg (1976) to measure particles in a size range between 2  $\mu\text{m}$  and 47  $\mu\text{m}$  diameter and is a predecessor of the CCP-CDP (Brenguier et al., 2013).

Because the FSSP has neither mounted tips nor the feasibility to exclude shattered particles by software algorithms, here it was mainly used for testing purposes and as a cloud indicator during the campaign. In the future it will be replaced with more advanced instrumentation. Further details of the instrumentation are given in Brenguier et al. (2013).

## 2.4 Spectral solar radiation measurements

To measure the up- and downward irradiance of a cirrus layer located between the Learjet and the AIRTOSS, both platforms were equipped with the Spectral Modular Airborne Radiation measurement system (SMART). For each radiation component (upward/downward irradiance), SMART combines two Zeiss Spectrometers each connected by fibre wires to an optical inlet mounted on the top or at bottom of the AIRTOSS and the Learjet. The spectral range of SMART is between 300 nm and 2200 nm with a resolution of 3 nm for wavelengths below 1000 nm and 9 – 16 nm above (Wendisch et al., 2001; Bierwirth et al., 2009). The upward looking radiation sensor on the Learjet was placed on a stabilized platform to keep it horizontally aligned during the flights.

Due to the limited space inside AIRTOSS (see Figure 2a), an active horizontally horizontal stabilization of the radiation sensors could not be realized. For this reason an Inertial Navigation System (INS) in combination with a Global Positioning System (GPS) was used to record attitude and alignment angles. This data was screened afterwards to identify and remove sections where reliable measurements were not possible. A detailed analysis of the solar radiation instruments, the measurements in cirrus and the scientific results of the AIRTOSS-ICE campaign are given in Finger et al. (2016).

## 2.5 Flow simulations Trace gas instruments

Besides the radiation and microphysical instruments, the AIRTOSS-Learjet tandem platform was equipped with a suite of instruments quantifying the concentration of different trace gases.

The Fast Aircraft-Borne Licor Experiment (FABLE) was integrated on the Learjet to detect the amount of carbon dioxide ( $\text{CO}_2$ ) at flight altitude (Gurk et al., 2000). Nitrous oxide ( $\text{N}_2\text{O}$ ) and carbon monoxide (CO) were measured with the University of Mainz Airborne QCL-Spectrometer (UMAQS, see Mueller et al. (2015) for details).

Temperature and relative humidity measurements were made on the Learjet and on AIRTOSS by the MOZAIC Capacitive Hygrometer (MCH) which belongs to the Measurement of Ozone by AIRBUS In-Service AirCrafts (MOZAIC) system. The MCH uses a capacitive sensor and a Pt100

element to measure the relative humidity and the temperature respectively. The accuracy is  $\pm 0.5^\circ\text{C}$  for the temperature measurement and  $\pm 5\%$  for the detection of the relative humidity. Evaluation- and measurement-methods of the MCH are described in detail in Neis et al. (2015).

Water vapor measurements were taken by the Fast In-Situ Hygrometer instrument (FISH) and the Selective Extractive Airborne Laser Diode Hygrometer II (SEALDH-II). The FISH instrument is developed and operated by the *Forschungszentrum Jülich*. It is based on Lyman-Alpha-Photometry and detects water vapor in a range between 1 ppmv and 1000 ppmv with an uncertainty of  $\pm 0.2$  ppmv (Zöger et al., 1999). SEALDH-II is operated by the *Physikalisch-Technischen Bundesanstalt*, uses direct Tunable Diode Laser Absorption (dTDLAS) and leads without any previous gas-based instrument calibration to an absolute  $\text{H}_2\text{O}$  concentration value. It operates in a detection range between about 30 ppmv and roughly 40 000 ppmv with an accuracy of 0.35 % and a time resolution of  $< 1$  s (Buchholz et al., 2016; Buchholz and Eb

Ozone ( $\text{O}_3$ ) measurements were performed on the Learjet by using a UV-Photometry 42 M Ozone Analyzer developed by *Environment S.A.* This instrument detects the UV-absorption caused by  $\text{O}_3$  at a wavelength of 254 nm in a measurement range between 0.9 ppb (at 700 hPa) and 10 000 ppb with an uncertainty of 10 % (Köllner, 2013). These instruments can be used for independent trace gas dynamics studies (e.g. Mueller et al. (2015)), for better finding the exact location of the tropopause, identifying tropopause folds, as well as stratospheric influence on uppermost tropospheric cirrus clouds (especially subvisual cirrus), finding borders of air masses (e.g. the polar dome), among others.

## 2.6 Flow simulations

With the incorporation of the CDP component of the CCP the AIRTOSS overall geometry has been altered in comparison with the design shown by Frey et al. (2009). Since the CDP is axially non-symmetric, the aerodynamic properties of the AIRTOSS were correspondingly modified with largely unknown effects on alignment, attitude, and behavior during flight. Figure 3a shows a front view of the AIRTOSS, which demonstrates the asymmetry introduced by the CDP. To investigate these effects aiming at their compensation and in regard to ensure stable flight conditions, such that radiation measurements can be reliably conducted, detailed fluid flow simulations of the AIRTOSS aerodynamics have been performed (Röschenthaler, 2013) by employing Computational Fluid Dynamics (CFD) methodology. We recall that for the formal airworthiness directives certification of the AIRTOSS the corresponding simulations resulting in evolution of the forces and drag coefficients were mandatory. The 3D calculations were performed using the AVL-FIRE Thermo-Fluid Simulation Software (by AVL-List GmbH, Graz, Austria (AVL-Fire, 2013)) employing a finite volume discretization method based on the integral form of the general conservation law applied to polyhedral control volumes. The turbulence model adopted is a four-equation, eddy-viscosity-based turbulence model denoted by  $k - \varepsilon - \zeta - f$  (Hanjalić et al., 2004). Application of the concept of elliptic re-

laxation' allows for particular attention to the flow effects close to the walls when approaching the AIRTOSS surface. In addition to the equations governing the kinetic energy of turbulence  $k$  and its dissipation rate  $\varepsilon$  it solves transport equations for the quantity  $\zeta$ , representing the ratio  $\overline{\nu^2}/k$ , and elliptic function  $f$ , with  $\overline{\nu^2}$  denoting the scalar variable which behaves as the normal-to-the-wall Reynolds stress component by approaching the solid wall. Here, the  $\zeta$  – quantity represents a key parameter, as it models the near-wall anisotropy influence on the relevant velocity scale in the corresponding formulation for the turbulent viscosity. The so-called 'compound wall functions' blending between the integration up to the wall with the standard equilibrium wall functions were applied for the wall treatment. They are especially advantageous for the high Reynolds-number flows enabling well-defined boundary conditions irrespective of the position of the wall-closest computational node. The numerical grid discretizing the object surface and its surrounding consists of 12.7 million cells; this grid represents appropriate refinement of a coarser grid comprising 6.9 million cells. The so-called MINMOD bounded scheme combining the 2<sup>nd</sup> order accurate schemes CDS (Central Differencing Scheme) and LUDS (Linear Upwind Differencing Scheme) is utilized for the discretization of the convective transport and the conventional CDS scheme for the diffusive transport.

As a result detailed flow velocity fields were obtained, as well as the fields of turbulence quantities, drag coefficients and aerodynamic forces. The drag calculations were of specific concern because the connecting steel wire only has a diameter of 2 mm. As an illustration Figure 4a shows the resulting total body pressure calculated by the CFD simulation for flight conditions in the upper troposphere (i.e. here 25 000 ft, 7620 m) at aircraft speeds near 172 kt ( $319 \text{ km h}^{-1}$ ). The highest total pressure regions occur in the front of the CCP instrument and at the edges of the tail stabilizers in the rear part of AIRTOSS. Regimes with a lower total pressure indicate flow conditions associated with lower turbulence level ~~associated~~ in connection with the flow acceleration. Figure 4b provides an example of the typical velocity distribution around the AIRTOSS body. The deceleration zone as identified by Weigel et al. (2016) in the region of the CCP measurement volume corresponding to its front surface can be well discerned on the left side of the graph. The acceleration regions (red colored areas) originating from the streamline curvature effects follow. Figure 4c shows an iso-surface of the turbulent kinetic energy with a value of  $150 \text{ m}^2/\text{s}^2$  ~~s~~<sup>-2</sup> colored by the velocity magnitude. Here the highest speeds occur downstream of the CCP's measurement volume. As an overall result of the CFD simulations the horizontal tail stabilizers of the AIRTOSS body were modified by affixing small air brakes to them in suitable positions such that the asymmetry effects of the CDP were fully compensated (see Figure 3b). Accordingly, during level flights ~~the~~ AIRTOSS moved quietly in the flow, without disturbing oscillations, and the stable attitude necessary for the radiation measurements was maintained well.

## 2.7 Trace-gas instruments

Besides the radiation and microphysical instruments, the AIRTOSS-Learjet tandem platform was equipped with a suite of instruments quantifying the concentration of different trace gases. The Fast Aircraft-Borne Licor Experiment (FABLE) was integrated on the Learjet to detect the amount of carbon dioxide ( $\text{CO}_2$ ) at flight altitude (Gurk et al., 2000). Nitrous oxide ( $\text{N}_2\text{O}$ ) and carbon monoxide (CO) were measured with the University of Mainz Airborne QCL-Spectrometer (UMAQS; see Mueller et al. (2015) for more details). Temperature and relative humidity measurements were made on the Learjet and on the AIRTOSS by the MOZAIC Capacitative Hygrometer (MCH) which belongs to the Measurement of OZone by AIRBUS In-Service AirCrafts (MOZAIC) system. The MCH uses a capacitative sensor and a Pt100 element to measure the relative humidity and the temperature respectively. The accuracy is  $\pm 0.5^\circ\text{C}$  for the temperature measurement and  $\pm 5\%$  for the detection of the relative humidity. Evaluation and measurement methods of the MCH are described in detail in Neis et al. (2015). Water vapor measurements were taken by the Fast In-Situ Hygrometer instrument (FISH) and the Selective Extractive Airborne Laser Diode Hygrometer (SEALDH). The FISH instrument is developed and operated by the *Forschungszentrum Jülich*. It is based on Lyman-Alpha-Photometry and detects water vapor in a range between 1 ppmv and 1000 ppmv with an uncertainty of  $\pm 0.2$  ppmv (Zöger et al., 1999). SEALDH is operated by the *Physikalisch-Technischen Bundesanstalt* and uses Tunable Diode Laser Absorption (TDLAS) to estimate the concentration of water vapor in the atmosphere. It operates in a detection range between 25 ppmv and 25 000 ppmv with an uncertainty of  $< 2\%$  and a time resolution of  $< 1$  s (Buchholz et al., 2013). Ozone ( $\text{O}_3$ ) measurements were performed on the Learjet by using a UV-Photometry 42-M Ozone Analyzer developed by *Environment S.A.* This instrument detects the UV-absorption caused by  $\text{O}_3$  at a wavelength of 254 nm in a measurement range between 0 ppb and 10 000 ppb with an uncertainty of 10 % (Köllner, 2013).

### 3 Results from the cirrus measurements during AIRTOSS-ICE

On 4 September 2013, the northern part of Germany was located between a high pressure system with its center above southern Germany and a low pressure system above Scandinavia. A related warm front in combination with cirrus passed the measurement area above the Baltic Sea (Figure 5). The cirrus deck was probed by the AIRTOSS-Learjet tandem platform between 09:10 UTC and 09:40 UTC. The observations indicated that the cirrus was located at an altitude between 8100 m and 10 200 m with temperatures between  $-30^\circ\text{C}$  and  $-46^\circ\text{C}$ . Ice particle number concentrations of up to  $1.4\text{ cm}^{-3}$  were found in several patches by the CCP in the upper cloud layer ( $> 9000$  m) where temperatures ranged below  $-40^\circ\text{C}$ . As discussed by Kärcher and Lohmann (2002), these high ice particle number concentrations only occur with vertical velocities higher than  $30\text{ cm s}^{-1}$ . Updrafts in warm fronts typically have vertical speeds of less than  $10\text{ cm s}^{-1}$  (Heymsfield, 1977) and cannot explain these high ice particle number concentrations. It appears that local convective cells with

stronger updrafts lifted droplets from lower cloud layers to the cirrus altitude. As a result, homogeneous freezing in the cirrus environment might have been initiated and explain the high ice particle number concentrations in the upper part of the cirrus.

340

### 3.1 Microphysical measurements

The flight paths of ~~the~~AIRTOSS and the Learjet are shown in Figure 6. The color coded line in Figure 6a shows the mean ice particle diameter measured by the CCP-CIPg. For each altitude a mean particle number size distribution was calculated. The flight sections at constant altitude that were used for the averaging are marked in Figure 6a. The legs were executed on constant altitude levels and are longer in the lower part of the cloud to get appropriate counting statistics for the optical particle instruments. Figure 7 displays the corresponding particle number size distributions and 2D shadow images, detected by the CCP, for every single flight leg. The total particle number concentration  $N$  is provided in the left panels and shows a typical increase with altitude from 0.26 · 10<sup>-2</sup> cm<sup>-3</sup> (8716 m) to 8.4 · 10<sup>-2</sup> cm<sup>-3</sup> (9939 m). Also, the particle size corresponding to the maximum of the size distributions shifts with ~~increasing altitude from 300~~decreasing altitude from 30 μm (~~8716~~9939 m) to ~~30~~300 μm (~~9939~~8716 m). The ~~decrease~~increase in particle diameter with ~~increasing~~decreasing altitude is also obvious in the 2D shadow images (right panels in Figure 7). Higher ice particle number concentrations with small particle diameters in the upper cloud layers and lower ice particle number concentrations with large particle diameters in the lower cloud layers are typical for frontal, midlatitude cirrus and result from the microphysical growth process during the formation of the cirrus. As long as the relative humidity with respect to ice is sufficiently high, the particles start to grow by water vapor diffusion, gain mass and ~~deseent~~sediment. This sedimentation process leads to a redistribution of the ice particles inside the cirrus, with higher particle concentrations and smaller cirrus particles at cloud top. Nevertheless, the irregular particle shapes of the 2D shadow images in the lower part of the cirrus indicate that aggregation could also be a possible particle growth process. To analyze if diffusion or aggregation is the dominant process inside the observed cirrus, similar to Heymsfield and Westbrook (2010), terminal velocities were calculated. This is done by using the particle Diameter  $D_p$  and the area ratio, which is the area of the shadowed pixels (detected by the CCP-CIPg) divided by the calculated particle area using the maximum dimension diameter (Frey, 2011). As an example, a spherical (area ratio = 1) and a horizontal orientated column shaped (area ratio = 0.25) ice particle with an initialized diameter of  $D_p = 200$  μm are assumed. This represents the measured conditions during Flight Leg 3 at an altitude of 9333 m (see Figure 7). For the spherical particle, a terminal velocity of  $v_t = 91$  cm s<sup>-1</sup> was calculated, while for ~~columnar particles~~the horizontal orientated columnar particle  $v_t = 14.5$  cm s<sup>-1</sup> was estimated. With these ~~numbers~~estimated terminal fall velocities, the particles would need 11 minutes and 71 minutes, respectively, until they reach the bottom layer of the cloud at an altitude of 8716 m.

Following the discussion by Kienast-Sjögren et al. (2013), particles with a number concentration of  $5.8 \cdot 10^{-2} \text{ cm}^{-3}$  (Level 3 in Figure 7) need at least several hours before aggregation processes occur,   
375 because the probability for collision is low. For this reason, aggregation is unlikely, and diffusional growth seems to be the dominant process for this particular cirrus observed during AIRTOSS-ICE.

### 3.2 Solar downward irradiance

In addition to the microphysical measurements, collocated measurements of spectral solar radiation   
380 were performed during the cirrus event of Section 3.1. Similar to Figure 6a, a profile of the spectral downward irradiance (at 670 nm wavelength) measured by SMART on AIRTOSS and Learjet is given in Figure 6b. The individual legs were filtered for turns of both platforms which assures that only level flight conditions were considered. Additionally, only legs flown in the same direction and above the same locations were chosen to assure similar cloud and surface conditions below the   
385 cirrus. In total, five legs with simultaneous measurements on AIRTOSS and the Learjet are available with larger vertical separation in the cirrus and less separation at cloud top and above. The impact of the cirrus on the downward irradiance is most obvious in the two lower legs where the radiation is attenuated by the cirrus. The attenuation is highly variable due to the horizontal heterogeneity of the cirrus. However, both sensors on AIRTOSS and Learjet show almost the same pattern, illustrating   
390 the collocation of the measurements. The similarity in the two datasets also results from the small vertical displacement of Learjet and AIRTOSS of less than 200 m. During the higher flight legs, the attenuation of downward irradiance by the cirrus is significantly lower. In the third leg, only AIRTOSS measurements are slightly affected by the cirrus, while the Learjet already observed clear sky conditions. Above the cirrus, the downward irradiance is almost ~~undisturbed and~~ constant over   
395 the entire legs indicating clear sky for both platforms.

## 4 ~~Analysis~~Discussion

Two cases are selected to illustrate the potential of the collocation of measurements achieved by the AIRTOSS-Learjet tandem platform. Due to the different instruments operated on AIRTOSS and Learjet different combined analysis of data are possible. Beside combining in-situ and radiation   
400 measurements also the simultaneous radiation measurements on both platforms can be analyzed jointly.

### 4.1 Collocation of microphysical and radiative properties

Figure 8 shows a time series of downward spectral irradiance at 670 nm wavelength measured from the Learjet (Figure 8a) and AIRTOSS (Figure 8b) along during a flight leg observed on ~~04.09.2013~~   
405 4 September 2013 between 09:35 UTC and 09:39 UTC, when AIRTOSS was operated at an altitude

of around 9900 m. In addition, Figure 8c shows the detected number concentration of the CCP-CDP and the CCP-CIPg. ~~This data was obtained from a flight leg, when the AIRTOSS operated at an altitude of around 9900 m.~~ The cloud particle number concentrations above zero were detected within two sections of the flight leg and ~~indicates~~ indicate that AIRTOSS did penetrate two cirrus  
410 filaments at the top of the cirrus layer. The downward irradiance has been constant for most of the flight leg indicating clear sky conditions without attenuation of the incoming solar radiation. The strongest deviation from the clear sky conditions was found at about 09:38:05 UTC where the irradiance shows a rapid decrease for both platforms. This coincides with higher values in the particle number concentration measurements. The increasing number concentration indicates that AIRTOSS  
415 is located in a thicker part of the sampled cloud and certainly the cloud top is above AIRTOSS. As the Learjet measurements are located closer to cloud top the effect is here smaller compared to the AIRTOSS observations. At cloud edges also an increase of the irradiance can occur due to three-dimensional radiative effects ([Sabburg and Long, 2004](#)). For the smaller cloud observed at the beginning of the leg (09:35:45 - 09:36:40 UTC), only the downward irradiance measured by ~~the~~  
420 ~~AIRTOSS is affected~~ AIRTOSS shows variation, while the downward irradiance measured by the instruments on the Learjet remains almost constant. At this time only AIRTOSS was located inside the cirrus while the Learjet flew above cloud top and consequently only the downward radiation in the altitude of AIRTOSS was reduced.

Such constellations are well suited to investigate the interaction of cloud microphysical and radiative properties as demonstrated by Werner et al. (2014) for shallow cumulus. However, ~~this analysis of the approach by Werner et al. (2014) for analyzing the~~ collocated number concentration and ~~downward irradiance measurements works only for investigations of the cloud remote sensing works only if the radiation measurements are performed well above the cloud. In the case of the AIRTOSS-Learjet tandem this would limit the analysis to the~~ uppermost cirrus layer. ~~The cirrus investigated here showed a vertical extension of approximately 2100 m. As soon as both, the Learjet and the AIRTOSS, were completely inside the cirrus, the inhomogeneities above and below the tandem platform dominate the measurements and a correlation between the microphysical and the radiative measurements is no longer evident~~ However, operating radiation measurements on both platforms, the cloud optical layer properties can be derived as presented by Finger et al. (2016).  
430 Using the collocation for cloud layers well inside the cloud can also be analyzed.  
435

## 4.2 Vertical profile of solar heating rates

The spectral irradiance measurements were integrated to broadband quantities and averaged for the individual horizontal legs as indicated in Figure 6. ~~The~~ To make measurements comparable, the change of the solar position in between measurements of the different legs was taken into account  
440 by normalizing the irradiance to observations from the uppermost level. Figure 9a shows the corresponding vertical profiles of upward and downward broadband irradiance measured on AIRTOSS



and Learjet. ~~Horizontal~~ The horizontal bars indicate the standard deviation ~~along an individual leg as well the variability of the radiation along the of the irradiance along the individual~~ flight legs.

The upward irradiance varies significantly with altitude albeit without showing a regular pattern.

445 This is likely caused by slight changes of the flight track and in the cloud situation; mainly the presence of a low stratus cloud below the cirrus (see Figure 5). The standard deviation of upward irradiance ~~indicating the cloud variability~~ is higher in the upper three legs, while the two lower legs show less variability when the sensors are located well below cloud top. Assuming, that along the flight leg the low stratus is homogeneous with respect to the field of view of the irradiance optical  
 450 inlet, these higher standard deviations are mainly caused by the spatial variability of the cirrus. The cirrus is located vertically closer to the irradiance sensor and, therefore, smaller horizontally inhomogeneities are resolved by the measurements.

The profile of downward irradiance also indicates the presence of a cirrus. While above cloud top the values remain vertically constant and show only a small standard deviation, larger variability and  
 455 a decrease of the downward irradiance is observed when the instruments enter the cloud. Upward and downward irradiance  $F^\downarrow$  and  $F^\uparrow$  at two different altitudes,  $z_1$  and  $z_2$  are used to calculate the effect of the radiation field on the local temperature change in terms of heating rates at a certain altitude  $z = 1/2 \cdot (z_1 + z_2)$ . The heating rate  $\partial T / \partial t|_z$  in units of  $\text{K day}^{-1}$  within the layer is derived following Wendisch and Yang (2012)[Eq. 9.66]:

$$\begin{aligned}
 460 \quad \left. \frac{\partial T}{\partial t} \right|_z &= \frac{1}{\varrho \cdot c_p} \frac{\partial F_{\text{net}}(z)}{\partial z} \\
 &\approx \frac{1}{\varrho \cdot c_p} \cdot \left[ \frac{F_{\text{net}}(z_2) - F_{\text{net}}(z_1)}{z_2 - z_1} \right] \\
 &\approx \frac{1}{\varrho \cdot c_p} \cdot \left\{ \frac{[F^\downarrow(z_2) - F^\downarrow(z_1)] - [F^\uparrow(z_2) - F^\uparrow(z_1)]}{z_2 - z_1} \right\}. \quad (1)
 \end{aligned}$$

Figure 9b shows profiles of  $\partial T / \partial t|_z$  derived in two different ways. Assuming only a single aircraft  
 465 is available, the solar heating rates can be calculated by the irradiance profile measured by this single aircraft, either AIRTOSS (red circles) or Learjet alone (blue circles). Having the combined collocated measurements of both, AIRTOSS and Learjet, heating rates can additionally be derived along each horizontal leg (black circles). The heating rate profiles obtained for the investigated cirrus significantly differ depending on the chosen method. To ~~interpret~~ interpret these differences, uncertainties  
 470 of the heating rates were calculated for both approaches. An uncertainty of 6 % in the radiometric calibrations was assumed which directly propagates into the calculated heating rates (Eq. 1) as all sensors are calibrated identically. All remaining uncertainties of the irradiance are estimated with 0.5 %. For the single aircraft approach the irradiances are always measured with the same system. This reduces the impact of the remaining uncertainty to contributions of the two net irradiance only.

475 In the collocated approach, two independent systems are used and all four irradiance measurements



contribute to the overall uncertainty. Additionally, the distance  $z_2 - z_1$  influences the accuracy of the heating rate. Due to the geometry and the flight altitudes, this distance differs for both approaches. Larger distances between the two measurements provide more precise results. While  $z_2 - z_1$  amounts about 200 m for the collocated approach, determined by the length of the wire between AIRTOSS and the Learjet,  $z_2 - z_1$  of the single aircraft approach depends on the altitudes of the legs and is typically larger (500 m at cloud bottom and 300 m at cloud top). Overall, the uncertainty of the heating rate estimates derived from the collocated approach theoretically are expected to be significant larger than for the single aircraft approach. However, although the profiles using only AIRTOSS and only Learjet data agree with each other, the profiles show large scatter with heating rates ranging from -13 K day<sup>-1</sup> to +33 K day<sup>-1</sup>. These unrealistic heating rates mainly result from changes in the upward ~~radiance~~ irradiance between two individual flight legs. As the legs are not perfectly collocated and a low stratus layer did change its location below the cirrus during a flight level change (~2 min temporal separation), the data set is not consistent and leads to incorrect heating rate estimates.

By contrast, the collocated data set does not suffer from changing conditions below the cirrus as both sensors always observe the same scene at the same time. Consequently, the heating rate profile in Figure 9b does show a smoother and more realistic pattern with values always ranging between 0 K day<sup>-1</sup> and 6 K day<sup>-1</sup>, which are typical values for a thin cirrus.

This improvement in calculating heating rates illustrates the benefit of collocated irradiance measurements. However, the derived heating rates still do not represent theoretical results as provided by e.g., Bucholtz et al. (2010) and Thorsen et al. (2013). ~~This may~~ For subvisible and optically thin cirrus, they calculated heating rates in the range of 0.2 - 0.5 K day<sup>-1</sup>. These higher values might result from the higher optical thickness,  $\tau = 0.6$ , of the cirrus observed by AIRTOSS or be caused by horizontal inhomogeneities of the observed cirrus leading to horizontal photon transport as discussed by Finger et al. (2016).

## 5 Conclusions

The advanced AIRTOSS-Learjet tandem platform was applied during the AIRTOSS-ICE campaign ~~was conducted~~ to perform collocated measurements of cirrus ~~clouds by using the advanced AIRTOSS-Learjet tandem platform~~ cloud properties. A combination of the Learjet and ~~the~~ AIRTOSS, both equipped with ~~the SMART sensor and radiation and microphysical~~ in-situ instruments, allowed for measurements of ~~radiation and microphysical properties on cirrus~~ properties in different altitudes using just one aircraft. The new certification for the AIRTOSS-Learjet tandem platform ~~made it possible, for the first time, enabled~~ to probe cirrus ~~clouds~~ at altitudes up to 36 000 ft ~~with the new measurement package (10 970 m)~~. The campaign ~~successfully~~ showed that collocated measurements with the ~~further, developed revised~~ AIRTOSS-Learjet tandem platform ~~provide useful information~~ are feasible. This

is demonstrated by combining the microphysical and radiative measurements and, as an illustrative example, by deriving solar heating rates. Further results are presented by Finger et al. (2016) in a closure study, which combines in situ cloud and radiative measurements to quantify the impact of ice crystal shape, effective radius, and optical thickness on cirrus radiative forcing.

515 ~~Using~~ A case study is presented where AIRTOSS-ICE measurements ~~vertical profiles have been derived, which showed that~~ are used to derive vertical profiles of cloud microphysical and radiative properties. Using the profiles of upward and downward irradiances, it is shown that solar heating rates can be estimated with higher an improved accuracy when collocated measurements are applied, instead of using a single platform. Despite the ~~theoretically expected~~ higher uncertainties introduced  
520 by the measurement errors from two independent measurement systems, the collocated observations resulted in a more realistic profile of solar heating rates as these are not affected by changes of the radiation field below the ~~observations-observational~~ altitude (e.g., inhomogeneous surface albedo, lower cloud layers). Observations performed with a single aircraft strongly depend on stable conditions between consecutive flight legs and, therefore, are subject to serious uncertainties in derived  
525 profiles of solar heating rates.

However, AIRTOSS-ICE also showed the limits of the collocated measurement setup. The investigated cirrus had a thickness of more than 200 m, which is larger than the distance between Learjet and AIRTOSS during the conducted measurement example. This did not allow for the radiative instruments to measure concurrently with ~~the~~ AIRTOSS below and with the Learjet above the cirrus  
530 layer, which would have been needed to derive the cirrus radiative layer properties (Finger et al., 2016). The short distance between both platforms resulted in only small differences in the upward and downward irradiances measured on ~~the~~ AIRTOSS and the Learjet for this ~~proof-of-concept campaign and was a compromise between the scientific interests and the manageability of the platforms~~sampling example. An increase of the vertical distance beyond 200 m is ~~also~~ not easy to  
535 achieve. It would require a longer steel wire and/or a slower aircraft, as well larger areas where such flights are permitted. For clouds with a larger vertical extent, two single aircraft could be a better choice. It certainly depends on the scientific goals and instrumentation whether or not the AIRTOSS-Learjet tandem platform is the appropriate choice.

With respect to microphysical inhomogeneities, the vertical separation of 200 m between both plat-  
540 forms is sufficient for cirrus studies. What would be required additionally are microphysical in-situ instruments with overlapping measurement characteristics, or, ideally, two identical instrument sets on both platforms. To perform microphysical measurements with a higher temporal resolution, the implementation of holographic instruments is also an attractive alternative. These instruments have a larger sample ~~area (3.6 x 2.4~~volume of up to 305 cm<sup>2</sup>) and a higher sampling rate  
545 ~~(Schlenczek et al., 2016).~~<sup>3</sup> (Schlenczek et al., 2016), which is much higher than the sample volume of the CCP-CDP (45 cm<sup>3</sup> for an aircraft velocity of 165 m s<sup>-1</sup>). Furthermore, the integration of trace gas instruments ~~both~~ inside AIRTOSS and the Learjet could be used, e.g., for collocated trace gas

measurements in the vicinity of the tropopause layer, the edges of tropopause folds, streamers etc.

To study different atmospheric conditions or to obtain better statistics of cirrus cloud, the operation  
550 of the AIRTOSS-Learjet tandem platform in other regions, outside of military restricted areas, ~~will~~  
~~be~~remains a significant challenge. This could be accomplished in less populated ~~regions, like areas,~~  
such as the polar regions, remote areas of the oceans, rain forests and others.

*Acknowledgements.* The AIRTOSS-ICE project was supported by the *Deutsche Forschungsgemeinschaft* (DFG)  
through projects "WE 1900/19-1, BO 1829/7-1, SP 1163/3-1" and on a significant level by internal funds of the  
555 *Particle Chemistry Department at the Max Planck Institute for Chemistry*. We particularly thank the pilots and  
the crew of the *Gesellschaft für Flugziieldarstellung* for making this project possible. We are also thankful for  
the support of the electrical engineers Wilhelm Schneider and Christian von Glahn (University of Mainz) and  
all other participants of the AIRTOSS-ICE campaign.

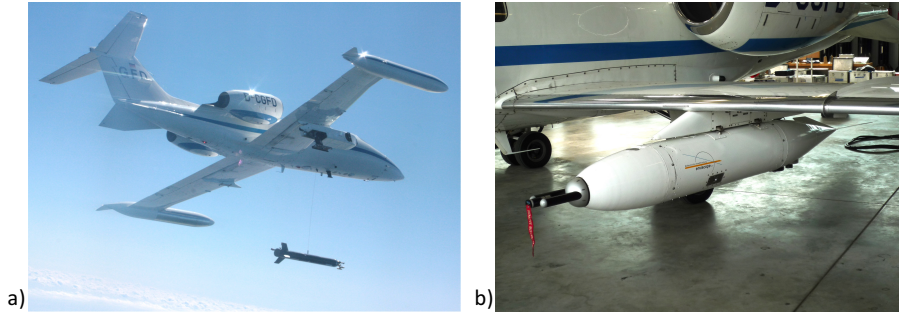
## References

- AVL-Fire: Programme Manual, CFD Solver Version 2013, AVL List GmbH, Graz, Austria, 2013.
- Bierwirth, E., Wendisch, M., Ehrlich, A., Heese, B., Tesche, M., Althausen, D., Schladitz, A., Müller, D., Otto, S., Trautmann, T., Dinter, T., von Hoyningen-Huene, W., and Kahn, R.: Spectral surface albedo over Morocco and its impact on the radiative forcing of Saharan dust, *Tellus*, 61, 252–269, 2009.
- Boucher, O., Randall, D., Artaxo, P., Bretherton, C., Feingold, G., Forster, P., Kerminen, V.-M., Kondo, Y., Liao, H., Lohmann, U., Rasch, P., Satheesh, S., Sherwood, S., Stevens, B., and Zhang, X.: *Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA, 2014.
- Brenguier, J., Bachalo, W. D., Chuang, P. Y., Esposito, B. M., Fugal, J., Garrett, T., Gayet, J.-F., Gerber, H., Heymsfield, A., Kokhanovsky, A., Korolev, A., Lawson, R. P., Rogers, D. C., Shaw, R. A., Strapp, W., and Wendisch, M.: In situ measurements of cloud and precipitation particles, *Airborne Measurements for Environmental Research: Methods and Instruments* (eds M. Wendisch and J.-L. Brenguier), Wiley-VCH Verlag GmbH & Co. KGaA, Weinheim, Germany, 2013.
- Buchholz, B. and Ebert, V.: SEALDH-II – a calibration-free transfer standard for airborne water vapor measurements: Pressure dependent absolute validation from 5–1200 ppmv at a metrological humidity generator, *Atmospheric Measurement Techniques Discussions*, 2017, 1–22, doi:10.5194/amt-2016-413, <http://www.atmos-meas-tech-discuss.net/amt-2016-413/>, 2017.
- Buchholz, B., Kühnreich, B., Smit, H. G. J., and Ebert, V.: Validation of an extractive, airborne, compact TDL spectrometer for atmospheric humidity sensing by blind intercomparison., *Appl. Phys.*, 110, 249–262, 2013.
- Buchholz, B., Kallweit, S., and Ebert, V.: SEALDH-II—An Autonomous, Holistically Controlled, First Principles TDLAS Hygrometer for Field and Airborne Applications: Design–Setup–Accuracy/Stability Stress Test, *Sensors*, 17, 2016.
- Bucholtz, A., Hlavka, D. L., McGill, M. J., Schmidt, K. S., Pilewskie, P., Davis, S. M., Reid, E. A., and Walker, A. L.: Directly measured heating rates of a tropical subvisible cirrus cloud, *J. Geophys. Res.*, 115, doi:10.1029/2009JD013128, 2010.
- de Reus, M., Borrmann, S., Bansemer, A., Heymsfield, A. J., Weigel, R., Schiller, C., Mitev, V., Frey, W., Kunkel, D., Kürten, A., Curtius, J., Sitnikov, N. M., Ulanovsky, A., and Ravegnani, F.: Evidence for ice particles in the tropical stratosphere from in-situ measurements, *Atmos. Chem. Phys.*, 9, 6775–6792, doi:10.5194/acp-9-6775-2009, 2009.
- Ehrlich, A. and Wendisch, M.: Investigation of Arctic mixed-phase clouds during VERDI and RACEPAC: Combining airborne remote sensing and in situ observations, *Geophys. Res. Abstracts*, 17, EGU2015–5267, EGU General Assembly 2015, Vienna, Austria, 2015.
- Eichler, H., Ehrlich, A., Wendisch, M., Mioche, G., Gayet, J.-F., Wirth, M., Emde, C., and Minikin, A.: Influence of ice crystal shape on retrieval of cirrus optical thickness and effective radius: A case study, *J. Geophys. Res.*, 114, doi:10.1029/2009JD012215, d19203, 2009.
- Field, P. R., Wood, R., and Brown, P. R. A.: Ice particle interarrival times measured with a fast FSSP, *J. Atmos. Oceanic Techn.*, 20, 249–261, 2003.

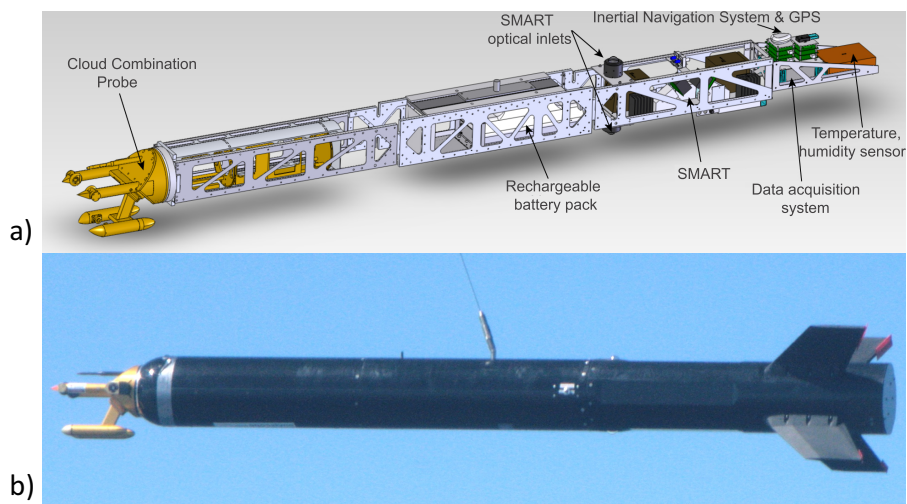
- Field, P. R., Wood, R., and Brown, P. R. A.: Shattering and particle interarrival times measured by optical array probes in ice clouds, *Amer. Meteor. Soc.*, 23, 1357–1371, 2006.
- 600 Finger, F., Werner, F., Klingebiel, M., Ehrlich, A., Jäkel, E., Voigt, M., Borrmann, S., Spichtinger, P., and Wendisch, M.: Spectral optical layer properties of cirrus from collocated airborne measurements and simulations, *Atmos. Chem. Phys.*, 16, 7681–7693, doi:10.5194/acp-16-7681-2016, 2016.
- Frey, W.: Airborne in situ measurements of ice particles in the tropical tropopause layer, Ph.D. thesis, Johannes Gutenberg-Universität, 2011.
- 605 Frey, W., Eichler, H., de Reus, M., Maser, R., Wendisch, M., and Borrmann, S.: A new airborne tandem platform for collocated measurements of microphysical cloud and radiation properties, *Atmos. Meas. Tech.*, 2, 147–158, 2009.
- Gurk, C., Fischer, H., Hoor, P., Lawrence, M. G., Lelieveld, J., and Wernli, H.: Airborne in-situ measurements of vertical, seasonal and latitudinal distributions of carbon dioxide over Europe, *Atmos. Chem. Phys.*, 8, 6395–6403, 2000.
- 610 Hanjalić, K., Popovac, M., and Hadžiabdić, M.: A robust near-wall elliptic-relaxation eddy-viscosity turbulence model for {CFD}, *International Journal of Heat and Fluid Flow*, 25, 1047–1051, doi:10.1016/j.ijheatfluidflow.2004.07.005, 2004.
- Heymsfield, A. J.: Precipitation development in stratiform ice clouds: A microphysical and dynamical study, *J. Atmos. Sci.*, 34, 367–381, 1977.
- 615 Heymsfield, A. J. and Westbrook, C. D.: Advances in the estimation of ice particle fall speeds using laboratory and field measurements, *J. Atmos. Sci.*, 67, 2469–2482, 2010.
- Jensen, E., Starr, J. D., and Toon, O. B.: Mission investigates tropical cirrus clouds, *Eos Trans. AGU*, 85, 45–50, 2004.
- 620 Jensen, E. J., Lawson, P., Baker, B., Pilson, B., Mo, Q., Heymsfield, A. J., Bansemer, A., Bui, T. P., McGill, M., Hlavka, D., Heymsfield, G., Platnick, S., Arnold, G. T., and Tanelli, S.: On the importance of small ice crystals in tropical anvil cirrus, *Atmos. Chem. Phys.*, 9, 5519–5537, 2009.
- Kärcher and Lohmann, U.: A parameterization of cirrus cloud formation: Homogeneous freezing of supercooled aerosols, *J. Geophys. Res.*, 107, 4010, doi:10.1029/2001JD000470, 2002.
- 625 Kienast-Sjögren, E., Spichtinger, P., and Gierens, K.: Formulation and test of an ice aggregation scheme for two-moment bulk microphysics schemes, *Atmos. Chem. Phys.*, 13, 9021–9037, 2013.
- Klingebiel, M., de Lozar, A., Molleker, S., Weigel, R., Roth, A., Schmidt, L., Meyer, J., Ehrlich, A., Neuber, R., Wendisch, M., and Borrmann, S.: Arctic low-level boundary layer clouds: in situ measurements and simulations of mono- and bimodal supercooled droplet size distributions at the top layer of liquid phase clouds, *Atmos. Chem. Phys.*, 15, 617–631, doi:10.5194/acp-15-617-2015, 2015.
- 630 Knollenberg, R. G.: Three new instruments for cloud physics measurements: The 2-D Spectrometer, the Forward Scattering Spectrometer Probe, and the Active Scattering Aerosol Spectrometer, *Amer. Meteor. Soc.*, International Conf. on Cloud Physics, 1976.
- Köllner, F.: Charakterisierung und Einsatz eines flugzeuggetragenen Ozonmessgerätes in der Grenzschicht, Diploma Thesis, Institute for Physics of the Atmosphere, Johannes Gutenberg-Universität Mainz, 2013.
- 635 Koop, T., Luo, B. P., Tsias, A., and Peter, T.: Water activity as the determinant for homogeneous ice nucleation in aqueous solutions, *Nature*, 406, 611–614, 2000.

- Korolev, A.: Reconstruction of the sizes of spherical particles from their shadow images. Part 1: Theoretical considerations, *J. Atmos. Sci.*, 64, 3372–3375, 2007a.
- 640 Korolev, A., McFarquhar, G., Lawson, P., Gayet, J. F., Krämer, M., Heymsfield, A., Rogers, D., Twohy, C., and Stetzer, O.: The effect of ice bouncing and shattering on the performance of airborne cloud microphysical instrumentation., *Amer. Meteor. Soc., Conference proceedings from Portland, Oregon*, 2010.
- Korolev, A., Emery, E., and Creelman, K.: Modification and tests of particle probe tips to mitigate effects of ice shattering, *J. Atmos. Oceanic Technol.*, 30, 690–708, 2013.
- 645 Lance, S., Brock, C. A., Rogers, D., and Gordon, J. A.: Water droplet calibration of the Cloud Droplet Probe (CDP) and in-flight performance in liquid, ice and mixed-phase clouds during ARCPAC, *Atmos. Meas. Tech.*, 3, 1683–1706, 2010.
- Lynch, D. K.: *Cirrus: History and Definition*, Cirrus, Oxford University Press, Cambridge, New York, USA, 2002.
- 650 Molleker, S., Borrmann, S., Schlager, H., Luo, B., Frey, W., Klingebiel, M., Weigel, R., Ebert, M., Mitev, V., Matthey, R., Woiwode, W., Oelhaf, H., Dörnbrack, A., Stratmann, G., Groß, J.-U., Günther, G., Vogel, B., Müller, R., Krämer, M., Meyer, J., and Cairo, F.: Microphysical properties of synoptic-scale polar stratospheric clouds: in situ measurements of unexpectedly large HNO containing particles in the Arctic vortex, *Atmos. Chem. Phys.*, 14, 10 785–10 801, doi:10.5194/acp-14-10785-2014, 2014.
- 655 Mueller, S., Hoor, P., Berkes, F., Bozem, H., Klingebiel, M., Reutter, P., Smit, H., Wendisch, M., Spichtinger, P., and Borrmann, S.: In-situ detection of stratosphere-troposphere-exchange of cirrus particles in the mid-latitudes, *Geophys. Res. Lett.*, 42, 949–955, 2015.
- Neis, P., Smit, H. G. J., Krämer, M., Spelten, N., and Petzold, A.: Evaluation of the MOZAIC capacitive hygrometer during the airborne field study CIRRUS-III, *Atmos. Meas. Tech.*, 8, 1233–1243, 2015.
- 660 Rösenthaller, T.: *Aerodynamische Gestaltung der Schleppsonde AIRTOSS zur Untersuchung von Mehrphasenwolken mit Hilfe numerischer Strömungssimulationen*, M.S. Thesis, Technische Universität Darmstadt, 2013.
- Sabburg, J. M. and Long, C. N.: Improved sky imaging for studies of enhanced UV irradiance, *Atmospheric Chemistry and Physics*, 4, 2543–2552, doi:10.5194/acp-4-2543-2004, 2004.
- 665 Schlenczek, O., Fugal, J. P., Lloyd, G., Bower, K. N., Choulaton, T. W., Flynn, M., Crosier, J., and Borrmann, S.: Microphysical properties of ice crystal precipitation and surface-generated ice crystals in a High Alpine environment in Switzerland, *J. Appl. Meteor. Climatol.*, doi:10.1175/JAMC-D-16-0060.1, 2016.
- Siebert, H., Beals, M., Bethke, J., Bierwirth, E., Conrath, T., Dieckmann, K., Ditas, F., Ehrlich, A., Farrell, D., Hartmann, S., Izaguirre, M. A., Katzwinkel, J., Nuijens, L., Roberts, G., Schäfer, M., Shaw, R. A., Schmeissner, T., Serikov, I., Stevens, B., Stratmann, F., Wehner, B., Wendisch, M., Werner, F., and Wex, H.: The fine-scale structure of the trade wind cumuli over Barbados; an introduction to the CARRIBA project, *Atmos. Chem. Phys.*, 13, 10 061–10 077, doi:10.5194/acp-13-10061-2013, 2013.
- 670 Thorsen, T. J., Fu, Q., and Comstock, J. M.: Cloud effects on radiative heating rate profiles over Darwin using ARM and A-train radar/lidar observations, *J. Geophys. Res.*, 118, 5637–5654, 2013.
- 675 Toon, O. B.: An overview of the tropical composition, *AGU Fall Meeting Abstracts*, 88, 2007.
- Weigel, R., Spichtinger, P., Mahne, C., Klingebiel, M., Afchine, A., Petzold, A., Krämer, M., Costa, A., Molleker, S., Reutter, P., Szakáll, M., Port, M., Grulich, L., Jurkat, T., Minikin, A., and Borrmann, S.:

- Thermodynamic correction of particle concentrations measured by underwing probes on fast-flying aircraft, *Atmos. Meas. Techn.*, 9, 5135–5162, doi:10.5194/amt-9-5135-2016, 2016.
- 680 Wendisch, M. and Yang, P.: Theory of Atmospheric Radiative Transfer, WILEY-VCH, p. 366, 2012.
- Wendisch, M., Keil, A., and Korolev, A. V.: FSSP characterization with monodisperse water droplets, *J. Atmos. Oceanic Techn.*, 13, 1152, doi:10.1175/1520-0426(1996)013<1152:FCWMWD>2.0.CO;2, 1996.
- Wendisch, M., Müller, D., Schell, D., and Heintzenberg, J.: An airborne spectral albedometer with active horizontal stabilization, *J. Atmos. Ocean. Tech.*, 18, 1856–1866, 2001.
- 685 Wendisch, M., Pilewskie, P., Pommier, J., Howard, S., Yang, P., Heymsfield, A. J., Schmitt, C. G., Baumgardner, D., and Mayer, B.: Impact of cirrus crystal shape on solar spectral irradiance: A case study for subtropical cirrus, *J. Geophys. Res.*, 110, doi:10.1029/2004JD005294, d03202, 2005.
- Wendisch, M., Yang, P., and Pilewskie, P.: Effects of ice crystal habit on thermal infrared radiative properties and forcing of cirrus, *J. Geophys. Res.*, 112, doi:10.1029/2006JD007899, d08201, 2007.
- 690 Werner, F., Ditas, F., Siebert, H., Simmel, M., Wehner, B., Pilewskie, P., Schmeissner, T., Shaw, R. A., Hartmann, S., Wex, H., Roberts, G. C., and Wendisch, M.: Twomey effect observed from collocated microphysical and remote sensing measurements over shallow cumulus, *J. Geophys. Res.*, 119, 1534–1545, doi:10.1002/2013JD020131, 2014.
- Zhang, Y., Macke, A., and Albers, F.: Effect of crystal size spectrum and crystal shape on stratiform cirrus radiative forcing, *Atmos. Res.*, 52, 59 – 75, 1999.
- 695 Zöger, M., Afchine, A., Eicke, N., Gerhards, M. T., Klein, E., McKenna, D. S., Morschel, U., Schmidt, U., Tan, V., Tuitjer, F., Woyke, T., and Schiller, C.: Fast in situ stratospheric hygrometers: A new family of balloon-borne and airborne Lyman alpha photofragment fluorescence hygrometers, *J. Geophys. Res.*, 104, 1807–1816, 1999.



**Figure 1.** (a) advanced AIRTOS-Learjet tandem platform: Learjet 35A with the sensor shuttle (called AIRTOS) during a test flight. The photograph was taken during the release of AIRTOS. When AIRTOS is fully released, the distance between Learjet and AIRTOS is 3000 ft (914 m). (b) attached sensor pod under the left wing of the Learjet with the mounted FSSP at the tip.

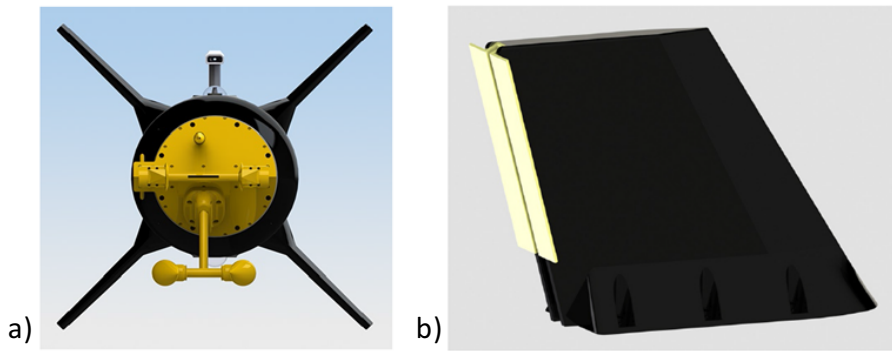


**Figure 2.** Different states of the AIRTOS development process. (a) shows a perspective view with the position of the instruments (Röschenthaler, 2013), including the Spectral Modular Airborne Radiation measurement sysTem (SMART). (b) shows the manufactured AIRTOS during a mission.

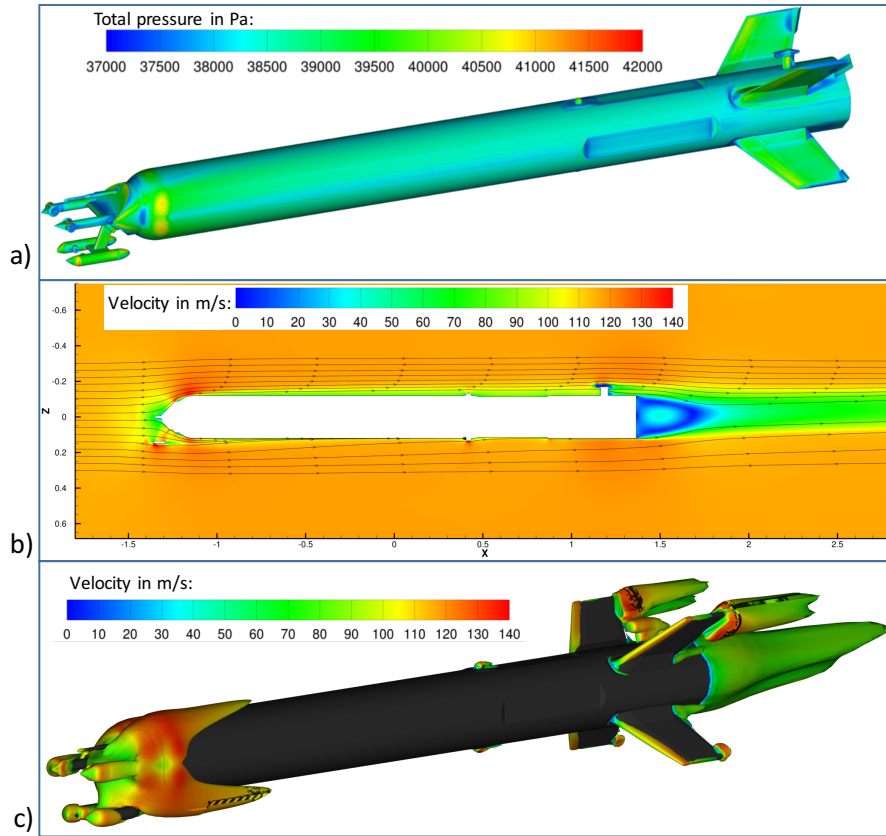


	Component	Mass in kg	Explanation
Front	CCP	9.10	Cloud Combination Probe (2 - 960 $\mu\text{m}$ particle diameter)
Middle	Rechargeable battery	10.8	Power source for all instruments
Rear	Radiation optical inlet	0.24	4 pieces, top and bottom
	Spectrometer (near infrared)	0.56	2 pieces, near infrared spectrometer (1000 - 2200 nm, 9 - 16 nm resolution)
	Spectrometer (visible)	1.75	2 pieces, visible spectrometer (300 - 1000 nm, 3 nm resolution)
	Peltier-Element	0.33	2 pieces
	INS	0.02	Inertial Navigation System
	GPS-Sensor	0.04	Global Positioning System
	Rosemount + Sensors	0.60	Temperature and humidity measurements
	ICH-TB	0.40	Temperature and humidity measurement electronics
	Power supply BEP-5150C	0.75	Power supply (12V, 5V)
	Computer	1.26	Data acquisition
	Shutter	0.10	2 pieces, for SMART-System
	Shutter-Control	0.13	2 pieces, to control the shutters

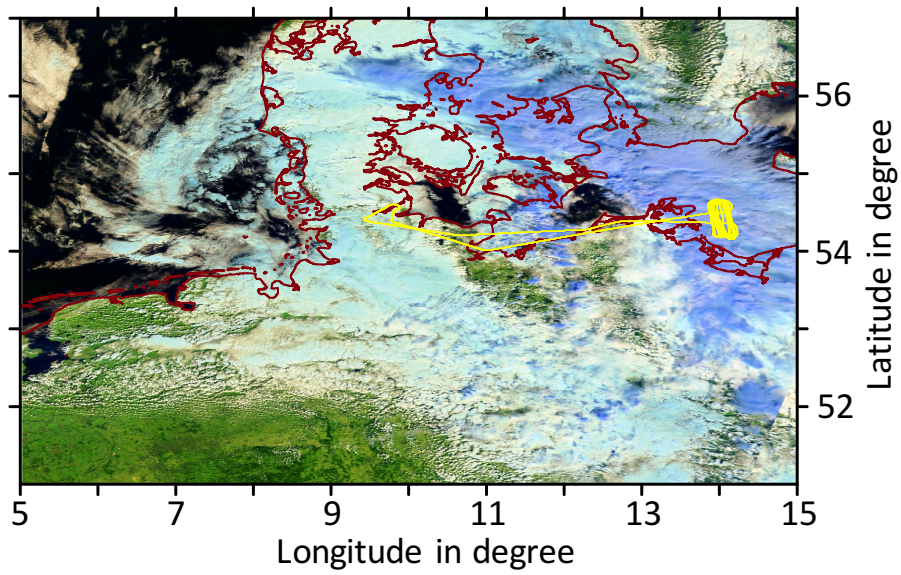
**Table 1.** Masses of the different instruments and their accessories, mounted inside AIRTOSS.



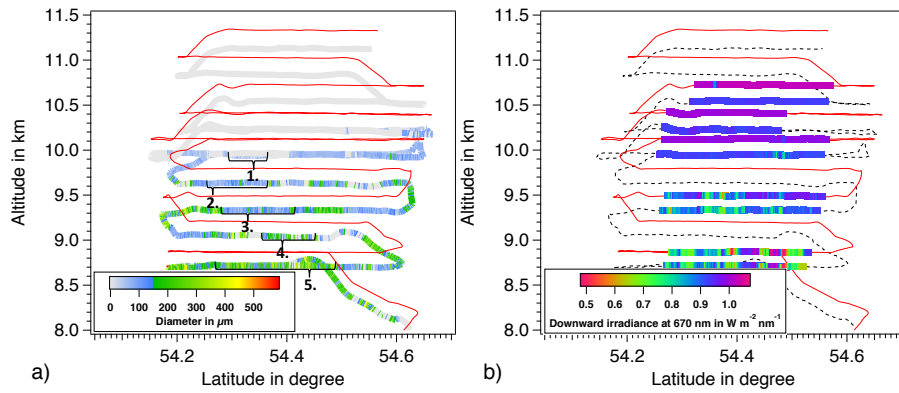
**Figure 3.** (a) front view of the AIRTOSS showing the asymmetry shape of the CCP instrument. (b) air brake at one wing of the AIRTOSS (Röschenthaler, 2013).



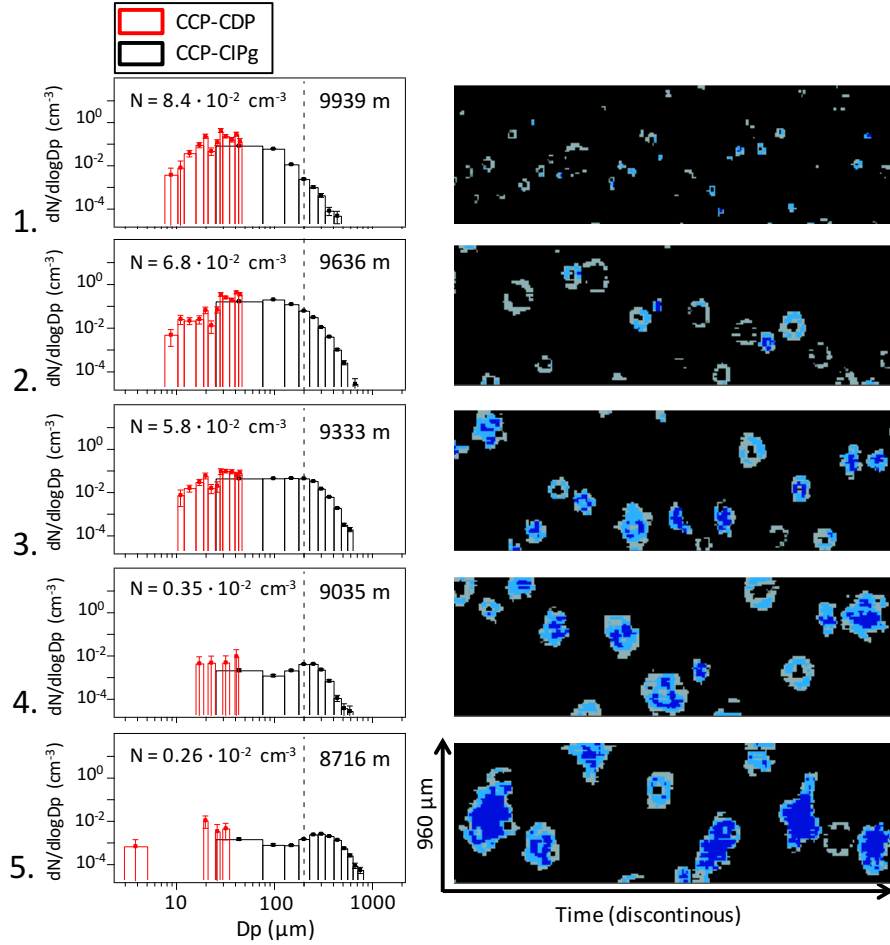
**Figure 4.** Flow simulations for flight conditions: (a) resulting total body pressure, (b) velocity distribution around the AIRTOS body, (c) shows an iso-surface of the turbulent kinetic energy with a value of  $150 \text{ m}^2 \text{ s}^{-2}$  colored by the velocity magnitude (Röschenthaler, 2013).



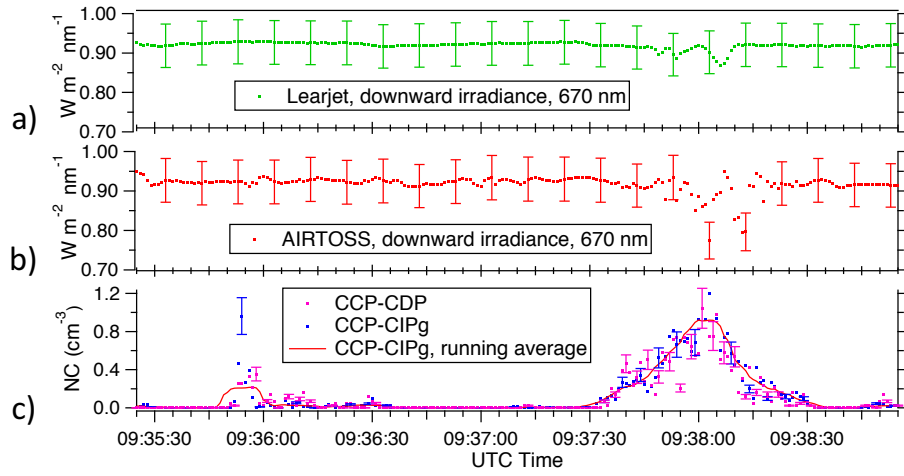
**Figure 5.** MODIS high resolution picture of the northern part of Germany, taken at 11:00 UTC on 4 September 2013. Low stratus clouds are marked in white and the observed cirrus is marked in blue. The yellow line indicates the flight path of the Learjet.



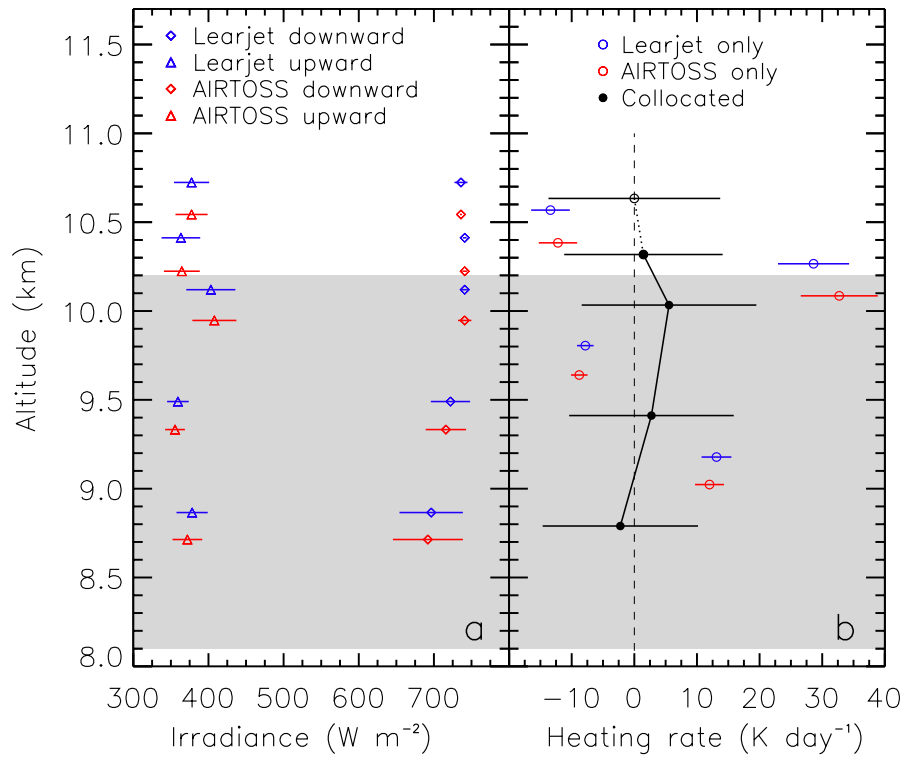
**Figure 6.** Both panels show the flightpath of the Learjet (red line) and the flightpath of AIRTOSS (dashed line) on 4 September 2013 overlain by color coded measurements of particle mean diameter (panel a) and downward irradiance at 670 nm (panel b). The flight sections used to calculate the leg mean particle diameter are indicated in panel a.



**Figure 7.** Microphysical characteristics of the marked flight legs from Figure 6a. Left panel: Combined size distributions of the CCP-CDP (red) and the CCP-CIPg (black) instrument mounted on the AIRTOSS. With an increasing altitude, the maximum of the size distribution shifts to smaller particle diameters. Right panel: Sample 2D shadow images from every single flight leg, recorded by the CCP-CIPg instrument. The different colors represent the shadow intensity (grey > 35 %, light blue > 50 %, dark blue > 65 %).



**Figure 8.** Downward spectral irradiance at 670 nm measured from the Learjet (a) and the AIRTOSS (b) and number concentration (NC) measured on the AIRTOSS platform with the CCP-CDP (2 – 50  $\mu m$ ) and the CCP-CIPg (15 – 960  $\mu m$ ) instrument (c). The data was obtained at the highest flight leg, measured on [04.09.20134 September 2013](#), where the AIRTOSS flew at an altitude of around 9900 m. [The vertical bars indicate the error of the instruments and the running average uses the boxcar smoothing algorithm with 10 repetitions.](#)



**Figure 9.** a) Profiles of vertical upward and downward broadband irradiance measured on AIRTOSS and the Learjet. The bars indicate the standard deviation of the irradiance along the individual flight legs. b) Solar heating rates calculated from the irradiance profile either using a single platform or the collocated measurements. The gray area indicates the cirrus layer as indicated by the CCP.