

We would like to thank referee #1 for the comments and suggestions. We have answered all the questions and revised the texts. Thank you for the references. The answers are in blue color. The original comments from referee #1 is in black italic font.

Interactive comment on “Shipborne MAX-DOAS measurements for validation of TROPOMI NO₂ products” by Ping Wang et al.

Anonymous Referee #1 Received and published: 9 January 2020

The manuscript describes the comparison between TROPOMI, TM5 model and MAXDOAS NO₂ observations during 5 ship cruises over the Pacific Ocean. The paper is well written and can be published after addressing the following minor comments.

Specific comments P2 L41 There are a few recent paper on the validation of TROPOMI NO₂ over land (some under discussion). Here some examples:

*Griffin, D., Zhao, X., McLinden, C. A., Boersma, F., Bourassa, A., Damers, E., Degenstein, D., Eskes, H., Fehr, L., Fioletov, V., Hayden, K., Kharol, S. K., Li, S.M., Makar, P., Martin, R. V., Mihele, C., Mittermeier, R. L., Krotkov, N., Snee, M., Lamsal, L. N., ter Linden, M., van Geffen, J., Veefkind, P., and Wolde, M.: High Resolution Mapping of Nitrogen Dioxide With TROPOMI: First Results and Validation Over the Canadian Oil Sands, *Geophysical Research Letters*, 46, 1049–1060, <https://doi.org/10.1029/2018GL081095>, 2019*

*Ialongo, I., Virta, H., Eskes, H., Hovila, J., and Douros, J.: Comparison of TROPOMI/Sentinel 5 Precursor NO₂ observations with ground-based measurements in Helsinki, *Atmos. Meas. Tech. Discuss.*, <https://doi.org/10.5194/amt-2019-329>, accepted, 2019.*

*Zhao, X., Griffin, D., Fioletov, V., McLinden, C., Cede, A., Tiefengraber, M., Müller, M., Bogner, K., Strong, K., Boersma, F., Eskes, H., Davies, J., Ogyu, A., and Lee, S. C.: Assessment of the quality of TROPOMI high-spatial-resolution NO₂ data products, *Atmos. Meas. Tech. Discuss.*, <https://doi.org/10.5194/amt-2019-416>, in review, 2019.*

Thank you for the references. The papers have been cited in the introduction.

‘Validation of TROPOMI satellite NO₂ products has been done with ground-based measurements over land (e.g., Griffin et al., 2019; Ialongo et al., 2020; Zhao et al., 2019). ‘

P3 L74-76 So I understand you did not use the measurements of ship emissions? I was wondering why; could not be useful to get some of these data for the validation? If you are afraid the resolution of TROPOMI will not be able to detect that I think it's still worth showing...

The measurements of air that are affected by the ship's emissions are so local (within tens of meters from the smoke stack with a very limited area sampled) that they are in no way representative for the area sampled by the Tropomi pixel. Ships emissions on a well-travelled shipping route show up as a

collective signature but emissions from a single ship on a not well-travelled route disappear in the background.

Figure 2 (and all the others) Day fraction: could you use normal time of the day (not decimals)? It's a bit confusing...

We have changed the day fraction on x-axis to local time as suggested by referee #2.

P9 L267 Could you give these differences also as percentage? (In the abstracts as well)

We have given the percentage close to L267 and in the abstract, in lines 275-276, 310 in the revised manuscript.

L282 Could give a brief description of this interpolation method together with the reference? (it remains a bit unclear)

We shifted the TM5 simulated stratospheric NO₂ VCDs to the MAX-DOAS measurements in the morning and evening, but kept the shape of the NO₂ diurnal cycle in the TM5, then interpolated the NO₂ VCD at the TROPOMI overpass time from the shifted TM5 stratospheric NO₂ VCDs.

Figures 6,10, 11: What quantity are the error bars? It should be mentioned in the caption

The error bars are the precision of the of TROPOMI tropospheric or stratospheric NO₂ VCDs. We have added the explanation in the captions. In Fig.11, the horizontal error bar is the precision of MAX-DOAS NO₂ VCD; the vertical error bar is the precision of TROPOMI NO₂ VCD.

We would like to thank referee # 2 for the constructive comments and suggestions. We have answered all the questions and revised the manuscript according to the comments and suggestions. The questions are in black italic font, the answers are in blue font.

Interactive comment on “Shipborne MAX-DOAS measurements for validation of TROPOMI NO₂ products” by Ping Wang et al.

Anonymous Referee #2 Received and published: 16 January 2020

The manuscript “Shipborne MAX-DOAS measurements for validation of TROPOMI NO₂ products” presents results of NO₂ MAX-DOAS measurements from several ship cruises in the Atlantic and Pacific Ocean which are used to validate the NO₂ measurements of the new TROPOMI instrument and NO₂ simulations of the TM5-MP model. They found a good agreement between the three datasets. In general the manuscript is well structured and fits in the scope of AMT. Before publication, the following comments should be considered: General comments:

Where are the data from the cruise SO201712 shown? Are they only used in Fig.1? If the data are not used for validation, they should not be shown in this manuscript.

We agree that we did not show the MAX-DOAS data from the cruise SO201712. However we prefer to keep the cruise SO201712 in Fig.1 because it is a summary of all our cruises. It is also interesting to show the dust plume in this trip.

- *discussion of the results of previous studies, for example:*

- *P2, L41: What are the results of the validation measurements over land? Please cite some papers.*

Three references provided by Referee 1 have been cited in the introduction in lines 41-42.

Zhao et al., 2019, Griffin et al., 2019 and Ialongo et al., 2020.

- *P2, L45: What are the results from the previous studies of the comparison between shipborne and satellite measurements?*

The following texts are included in the revised manuscript in lines 48-52.

Peters et al. (2012) found good agreement between morning MAX-DOAS stratospheric NO₂ VCDs and the SCIAMACHY and GOME-2A stratospheric NO₂ VCDs. Behrens et al. (2019) reported that the GOME-2B stratospheric NO₂ VCDs were similar to the morning MAX-DOAS stratospheric NO₂ VCDs, while the GOME-2A values were slightly higher than the morning MAX-DOAS stratospheric NO₂ VCDs.

– Sect.4.5: comparison with previous studies is missing

The following texts are added in sect. 4.5

Similar to Peters et al. (2012) and Behrens et al. (2019) our MAX-DOAS also measured the latitude dependent shape of stratospheric NO₂. Because the TROPOMI overpass time is close to noon, we cannot use the morning or evening MAX-DOAS values to compare with TROPOMI data. The morning and evening MAX-DOAS NO₂ VCDs were calculated from SZA of 88 to 92 degree by Peters et al. (2012) and Behrens et al.(2019). We can only use the NO₂ VCDs until the solar zenith angle of 89 degree. Peters et al. (2012) reported that the tropospheric NO₂ could only reach detect limit when there were ship emission. This agrees with our tropospheric NO₂ measurements.

• The aerosol data are described in Sect.2.1.3. Is there a relationship between aerosol load and differences between the satellite and MAX-DOAS measurements?

We did not see the relationship between aerosol loading and the difference between TROPOMI and MAX-DOAS stratospheric NO₂. Perhaps we could see it if there were high aerosol loading and high tropospheric NO₂.

Specific comments:

• throughout the manuscript: slant/vertical column→slant/vertical column density.

We have changed it in the revised manuscript.

• throughout the manuscript: “R.V.” → “RV”

We have changed it in the revised manuscript.

• P3, L67: absolute or relative wind speed and wind direction?

There are both absolute and relative wind speed and wind direction in the ship data. We revised the texts by including absolute and relative wind speed and wind direction.

• P3, L73: “The ships were quite stable measurement platform,”: Is this really true? For all cruises, pitch and roll angles in a range of $\pm 1^\circ$ sounds for me a little bit unrealistic, especially for the cruise SO201712.

The pitch is mostly with ± 1 degree. The roll is slightly larger than the pitch, mostly smaller than ± 2 degree.

For the cruise SO201712, the pitch was also mostly within ± 1 degree. There were one or two days that the rolls were larger than ± 2 degree. We have changed the roll to ± 2 degree in the revised manuscript.

• P3, L79-81: Please move the part of the aerosols to Sect. 2.1.3

We have removed the two lines.

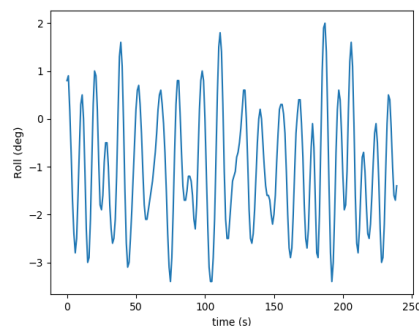
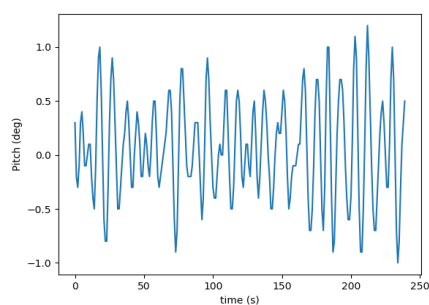
• P4, L89-97: The whole set-up of the instrument remains unclear to me. Did the instrument really pointed to the backward? Are the 200° clockwise or counterclockwise? Why are measurements to the back of the ship used? I would assume that these measurements are mostly contaminated by the ship plume.

The 200 degree is clockwise. We have added clockwise in the revised manuscript.

The MAX-DOAS measures both forward and backward directions. The measurements were contaminated by the ship emissions when the wind was from the back of the ship but we could use the measurements from the forward direction. When the wind was from the front of the ship, we did not see the ship emissions.

• P4, L99: What is about the ship movement within one minute? How large is the error which is introduced in the elevation angle?

We had some ship data at 1s time interval from the first trip from 17 December 2017 to 9 Jan 2018. The following figures show an example of four minutes (240 s) pitch and roll of the ship Sonne on 4 January 2018. The data were sampled at 1 s interval. The pitch and roll of the ship show a periodic pattern. As shown in the figure, there are several periods of pitch and roll in one minute. This suggests that in one minute the averaged pitch or roll of the ship can be much smaller than the pitch and roll sampled at one minute interval. The integration time of the MAX-DOAS measurement is about one minute. We estimate the error in the elevation angle is +/-1 degree.



• P4, L102-103: Maybe it would be good to move this sentence to the description of the position of the instrument.

We have moved the sentence in line 105-106 after describing the measurement angles.

• P4, L120: Please add also the coordinates in °E.

We added the longitudes, 20 degree west on 25 Dec 2017 and 23 degree west on 30 Dec 2017.

- P4, L118: *Why is an AOT of 0.05 chosen for days without aerosol measurements?*

The days without aerosol measurements were due to fully cloudy and/or rain. We know the AOT were low from the AOTs in the days close by. We made a simple assumption of the AOT for all days without aerosol measurements.

- P5, L129: *What are detailed results? Please add some further information.*

The sentence is revised as follows.

The TROPOMI NO₂ product provides tropospheric, stratospheric, and total vertical column densities (VCDs) and their precision, as well as detailed results for example NO₂ slant column densities and precision, airmass factors.

- P7, L187: *What means “later”? Please add an reference.*

We added a reference and changed later to Sect. 4.5. The revised sentence is as follows.

The uncertainty of the AMFs caused by the neglecting of the NO₂ photolysis has been shown by (Van Roozendaal and Hendrick, 2012) and will be discussed in Sect. 4.5.

- P8, L237: *Please add a tick in Fig.3 at 70°? Than it is easier to see.*

A tick is added at 70 degree in Figs. 2 and 3.

- P9, L270-272: *Can these results be presented in a small table?*

A table shows the comparison of TM5 and MAX-DOAS stratospheric NO₂ VCDs at different SZA ranges is added. The comparison of TM5 and MAX-DOAS stratospheric NO₂ VCDs for SZA between 75 and 89 degree is removed from the original Table 2 because it is included in the new table.

- P9, L273-276: *The TROPOMI results are unexpected as the section is about MAX-DOAS and TM5-MP. Change title of the section or put the paragraph somewhere else in the manuscript.*

The title of the section is changed.

- P10, L288: *What is with the first days (28 Jan. - 2 Feb.) of the cruise?*

The first days of the cruise the ship was in the EEZ. We were not allowed to do MAX-DOAS measurements. This is also the reason we do not have measurements close to harbours.

- Figure2: *Please use a normal time axis (such as local time), because day fraction is hard to understand. Please add “strat.” to y-label and add the coordinates of mean ship position form the 5 Feb. 2019 in the caption.*

We have changed the day fraction to local time. The figure and caption have been made as suggested.

- Figure 3: Please use a normal time axis (such as local time). Please add "tropo.." to y-label and add the coordinates of mean ship position from the 24 June 2019 in the caption.

We have changed the day fraction to local time. The figure and caption have been changed as suggested.

- Figure 4: Please use a normal time axis (such as local time).

We have changed the day fraction to local time.

- Figure 5: Please add a unit to the offset in the figure caption.

The unit molec cm⁻² is added in the caption.

- Figure 6: Please adjust the y-label to the label of the other figures. Please use the day of month for the x-axis.

We have used day of month in x-axis and adjusted the y-label.

- Figure 7: Please add a unit to the offset in the figure caption. TROPOMI is an acronym. Please use capital letters.

We have added the unit molec cm⁻² and used capital letters for TROPOMI.

- Figure 8: Please add a unit to the offset in the figure caption. Please change y-label (see Fig. 7).

We have added the unit molec cm⁻² and used capital letters for TROPOMI.

- Figure 9: What means "MAX-DOAS TM5 interpolated"? In L 309 it is written "...MAX-DOAS and TROPOMI stratospheric NO2...".

It should be MAX-DOAS, not TM5 interpolated. We have changed the caption.

- Figure 10: Please add "MAX-DOAS" to the legend. Please adjust y-label (Trop. NO2 VCD) and use day of month for x-axis.

Figure 10 is made according to the suggestions.

- Figure 11: TROPOMI is an acronym. Please use capital letters in the y-label.

We have used capital letters, TROPOMI.

- Table 1: The official cruise names are written with a slash in the name such as SO268/1. Please adjust throughout the manuscript.

We have changed the cruise names.

Shipborne MAX-DOAS measurements for validation of TROPOMI NO₂ products

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Abstract. Tropospheric NO₂ and stratospheric NO₂ vertical [columns-column densities](#) are important TROPOMI data products. In order to validate the TROPOMI NO₂ products, KNMI MAX-DOAS instruments have measured NO₂ on ship cruises over the Atlantic and the Pacific oceans. The MAX-DOAS instruments have participated in five cruises on-board [R.V. RV Sonne](#) (in 2017 and 2019) and [R.V. RV Maria S. Merian](#) (in 2018). The MAX-DOAS measurements were acquired in 7 months and
5 spanned about 300° in longitude and 90° in latitude. During the cruises there were also aerosol measurements from Microtops sun-photometers. The MAX-DOAS measured stratospheric NO₂ columns between 1.5×10^{15} and 3.5×10^{15} molec cm⁻², and tropospheric NO₂ up to 0.6×10^{15} molec cm⁻². The MAX-DOAS stratospheric NO₂ vertical [columns-column densities](#) have been compared with TROPOMI stratospheric NO₂ vertical [columns-column densities](#) and the stratospheric NO₂ vertical [columns-column densities](#) simulated by TM5-MP model. Good correlation is found between the MAX-DOAS and TROPOMI
10 and TM5 stratospheric NO₂ vertical [columns-column densities](#), with a correlation coefficient of 0.93 or larger. The TROPOMI and TM5 stratospheric NO₂ vertical [columns-column densities](#) are about 0.4×10^{15} molec cm⁻² (19%) higher than the MAX-DOAS measurements. The TROPOMI tropospheric NO₂ has also good agreement with the MAX-DOAS measurements. The tropospheric NO₂ vertical [columns-column density](#) is as low as 0.5×10^{15} molec cm⁻² over remote oceans.

1 Introduction

15 Nitrogen dioxide (NO₂) and nitrogen oxide (NO) – usually referred to as nitrogen oxides (NO_x = NO + NO₂) – are air pollutant trace gases in the troposphere. The tropospheric NO₂ is mostly produced at high temperatures in combustion processes but also in soil microbial process and lightning events. In the stratosphere, NO₂ is an ozone-depleting substance produced primarily from the oxidation of nitrous oxide (N₂O) (Crutzen, 1970; Johnston, 1971; Seinfeld and Pandis, 2006). NO_x can also suppress ozone depletion by converting reactive chlorine and hydrogen compounds into unreactive reservoir species (Murphy et al.,
20 1993).

Stratospheric NO₂ total [columns-column densities](#) have a strong diurnal cycle which is caused by the sunlight-driven balance between NO and NO₂, and is influenced by (bounded to) a total NO_x amount. At night, NO_x is in the form of NO₂, which is oxidized by O₃ to produce NO₃, and NO₃ is converted to N₂O₅ in the presence of NO₂. Therefore, N₂O₅ is produced at night and NO₂ decreases during night.

25 At daytime, the NO_2 and NO are in a photochemical balance: the photolysis of NO_2 into NO and the oxidation of NO into NO_2 via ozone. The stratospheric NO_2 decreases at sunrise, because photo-dissociation brings NO_2 back in balance with NO . The daytime NO_2 concentrations increase gradually, which is caused by the slow increase in total NO_x . The slow increase of NO_x during the daytime is due to the photo-dissociation of N_2O_5 . In the lower stratosphere, additional reactions involving formation of HNO_3 and ClONO_2 also affect the total NO_x available.

30 Tropospheric NO_2 concentrations have been derived from Ultraviolet/Visible backscatter satellite spectrometers such as Global Ozone Monitoring Experiment (GOME) (Burrows et al., 1999), SCanning Imaging Absorption spectroMeter for Atmospheric CHartographY (SCIAMACHY) (Bovensmann et al., 1999), Ozone Monitoring Instrument (OMI) (Levelt et al., 2006), GOME-2 (Munro et al., 2006) and Ozone Mapping and Profiler Suite (OMPS) (Yang et al., 2014). The TROPOspheric Monitoring Instrument (TROPOMI) (Veefkind et al., 2012), launched in Oct. 2017, extends these observation records. The
35 TROPOMI instrument has a small pixel size of 3.6 km across-track by 7.2 km along-track at nadir and provides detailed daily global NO_2 images. In August 2019, TROPOMI was switched to smaller pixel size of 3.6 km \times 5.6 km.

In TROPOMI tropospheric NO_2 retrievals, the stratospheric NO_2 has to be subtracted from the total NO_2 column density. Several approaches have been developed to separate the stratospheric NO_2 and tropospheric NO_2 (e.g., Richter and Burrows, 2002; Bucsela et al., 2006; Beirle et al., 2016). In the KNMI NO_2 algorithm, the stratospheric NO_2 is simulated through the
40 assimilation of the TROPOMI NO_2 slant ~~columns~~ column densities in the TM5-MP model (van Geffen et al., 2019).

Validation of TROPOMI satellite NO_2 products has been done with ground-based measurements over land ~~at different locations recently~~ (e.g., Griffin et al., 2019; Ialongo et al., 2020; Zhao et al., 2019). Good agreement between TROPOMI and the ground-based tropospheric NO_2 measurements was found. For the TROPOMI products, there is also the routine validation in the sentinel-5P mission performance centre (<http://mpc-vdaf.tropomi.eu/>). OMI stratospheric NO_2 product has been
45 evaluated by Belmonte-Rivas et al. (2014) and Dirksen et al. (2011). Validation of satellite-based NO_2 measurements over oceans using shipborne MAX-DOAS measurements are not routine. Few shipborne MAX-DOAS measurements have been used for the validation of SCIAMACHY and GOME-2 trace gas products (e.g., Krueger and Quack, 2013; Peters et al., 2012; Behrens et al., 2019). Peters et al. (2012) found good agreement between morning MAX-DOAS stratospheric NO_2 VCDs with the SCIAMACHY and GOME-2A stratospheric NO_2 VCDs. Behrens et al. (2019) reported that the GOME-2B stratospheric
50 NO_2 VCDs were similar to the morning MAX-DOAS stratospheric NO_2 VCDs, while the GOME-2A values were slightly higher than the morning MAX-DOAS stratospheric NO_2 VCDs. Research cruises usually follow routes different from commercial ships: these routes are mostly across remote oceans where there is little or no pollution in the troposphere. Therefore, the ship cruises provide a good opportunity for measuring background NO_2 concentration.

From December 2017 to June 2019, we had four opportunities to participate in ship cruises with a MAX-DOAS instrument
55 on-board the German research vessel Sonne and one cruise on-board the German research vessel Maria S. Merian. Four of the cruises were transit cruises, and therefore our measurements covered a large latitude and longitude range, thus providing measurements of latitude gradients in NO_2 vertical ~~columns~~ column densities. The cruises are listed in Table 1 and shown in Fig. 1. During transit cruises, the ship usually sails continuously at about 22 km h⁻¹ with only a few short stops for activities, such as deployment of Argo floats, while during normal campaign cruises the ship may stay stationary at one or two locations

60 for some days. Because the ship sails over remote oceans, we mainly measured the background tropospheric NO₂ and the stratospheric NO₂.

In this paper we show the results of the MAX-DOAS measurements during the five cruises and compare the MAX-DOAS measurements with the TROPOMI measurements and TM5-MP model simulations. This paper has the following structure: Section 2 describes the data sets used in the paper, Section 3 describes the data analysis method, the results and some discus-
65 sions are shown in Section 4, and Section 5 presents the conclusions.

2 Data sets

2.1 Data from ship cruises

This section describes ship-based data sets used in this paper, i.e.: the scientific data sets of the MAX-DOAS and Microtops, as well as data measured by the ship's instruments (GPS system and automatic weather station).

70 2.1.1 Ship cruises and weather data

The ~~R.V. Sonne and R.V.~~ RV Sonne and RV Maria S. Merian provide extensive position and ship state data as well as weather station data at high time resolution during the cruises. The data sets include time, latitude, longitude, and course from the ship's GPS, and heading, pitch and roll of the ship from its compass and inertial systems. The weather data consists of absolute and relative wind speed, absolute and relative wind direction, air temperature, pressure, relative humidity, water temperature, short
75 wave and long wave radiation. The short wave and long wave radiation are only measured outside of the exclusive economic zones (EEZ) of the countries that the ship sailed through. The time, latitude and longitude are important to obtain an accurate ship position and calculate the local solar zenith angle. The heading is used to calculate the viewing azimuth angle of the MAX-DOAS instruments. We downloaded the ship data at 1 minute time resolution.

The ships were quite stable measurement platforms, with pitch ~~and roll~~ values mainly within $\pm 1^\circ$ and roll values within
80 $\pm 2^\circ$ during the cruises. For most of the cruises, the relative wind direction was mostly from the front of the ship. However, in cases where the relative wind direction was from the stern (back) of the ship, there was a risk that the exhaust gases of the ship's smoke stack came into the field of view of the MAX-DOAS, which could contaminate the measurement. The ship speed was usually 22 km h⁻¹ during the transit cruises. Cruises with a oceanographic purpose had more stationary time. An example is Sonne cruise ~~SO268-I~~ SO268/I in March 2019, which was mainly stationary at two locations in the Pacific Ocean. The air
85 temperature in the tropical regions ranged mainly between 25 and 30 °C. There were a few cloud-free days, but most days were partly cloudy. ~~During the trip at the end of 2017 there were five days (25-29 Dec. 2017) with very heavy aerosols in the Atlantic Ocean near the coast of Mauritania (latitude from 25° N to 5° S).~~ There were also several days with rain during the cruises.

2.1.2 MAX-DOAS data

90 Two similar compact Airyx MAX-DOAS instruments have been used in the cruises. One MAX-DOAS instrument was used in the cruise on-board ~~R.V.~~ RV Sonne from December 2017 to January 2018. Another MAX-DOAS instrument was used in four cruises, the ~~R.V.~~ RV Maria S. Merian (MSM for short hereafter) cruise in December 2018 and three Sonne cruises in 2019. The compact MAX-DOAS instrument contains of an Avantes spectrometer, a scanning mirror, a computer, a web camera, and a GPS. Similar instruments have been used in the Cabauw Intercomparison of Nitrogen Dioxide Measuring Instruments 2
95 (CINDI2) campaign (Kreher et al., 2019).

The MAX-DOAS instrument was mounted on the railing of the observation deck of Sonne at the same position during the four Sonne cruises. During the Sonne cruise in December 2017 and January 2018, the instrument was pointed to 200° (clockwise) with respect to the ship forward direction. On the MSM, the MAX-DOAS was installed below the observation deck behind the bridge of the ship and pointed 90° with respect to the ship forward direction. During the Sonne cruises in
100 2019, the MAX-DOAS instrument was pointed to 180° to the ship forward direction. In March and June 2019, the MAX-DOAS was on the Sonne cruises without a KNMI scientist on-board.

The MAX-DOAS performed measurements in both forward and backward directions with respect to the instrument itself. When the solar zenith angle (SZA) was smaller than 84°, the instrument scanned at elevation angles (i.e. the viewing angle above the horizon) of 15° and 30° in forward direction, 90° (zenith), and 150° and 165° in backward direction. During the
105 Sonne cruises in 2019, the 8° and 172° elevation angles were added to the scanning series. The measurement time was about 1 minute per elevation angle. The computer time was synchronized to the GPS time at the start of the measurements in the morning. The SZA was calculated by the MAX-DOAS operation software using the computer time and the position of the ship.

When the solar zenith angle was between 84° and 97°, the MAX-DOAS performed zenith measurements (90° elevation
110 angle) only. When the SZA was greater than 100°, MAX-DOAS performed dark current and offset measurements. The dark current and offset measurements are used to check the stability of the instruments. ~~The computer time was synchronized to the GPS time at the start of the measurements in the morning. The SZA was calculated by the MAX-DOAS operation software using the computer time and the position of the ship.~~

The temperature of the spectrometer was stabilized at 20 °C during the trips. The telescope has a heating unit to prevent ice
115 but the temperature of the telescope is not stabilized. During the cruises, MAX-DOAS performed measurements automatically every day, except for the days sailing inside the EEZ. Sometimes MAX-DOAS measured the emissions from the ship itself but these data were not used in this paper.

2.1.3 Aerosol data

Aerosol data were measured using a hand-held Microtops sun-photometer (Smirnov et al., 2009). The measurements were
120 performed manually by pointing the sun-photometer to the sun when there were no clouds in the viewing direction of the sun, roughly every 20 minutes. The Microtops measures aerosol optical thickness (AOT) at five wavelengths and total water

vapour column. The Angstrom coefficients are calculated from the AOTs. The data derived from the Microtops directly are called level 1 data which are sent to NASA Maritime Aerosol Network (MAN) for cloud screening and quality control. This process generates Microtops level 1.5 and level 2 data, which we downloaded from the NASA MAN website after the cruises. These Microtops data include daily time series and daily mean for AOTs, Angstrom coefficients, and total water vapour column density.

The daily aerosol optical thickness time series data were used in the MAX-DOAS data analysis. For each day, the AOT time series were interpolated at the MAX-DOAS measurement time. On the days without aerosol data, an AOT of 0.05 was used in the data analysis. The Microtops daily mean AOT at 500 nm is shown in Fig. 1. During the cruise ~~SO259-3~~ SO259/3 in December 2017, the ship entered a dust plume on 25 December 2017 at 25° N, 20° W and sailed out of the dust plume on 30 December 2017 at 5° S, 23° W. In this region, the aerosol optical thickness increased from 0.05 to 0.7 on 25 December 2017. The largest AOT was about 1.5; the AOT was ≥ 1 for three days when the visibility was a few hundred meters and the ship was covered by dust. During the other cruises the AOT values were low, about 0.1 or less at 500 nm, mainly due to sea salt aerosols. The lowest AOT value was about 0.03 at 500 nm during one of the cruises.

2.2 TROPOMI data

The TROPOMI NO₂ product was developed at KNMI and is generated within the TROPOMI ground segment (PDGS) operational at the German Aerospace Centre (DLR) (van Geffen et al., 2019). The TROPOMI NO₂ product provides tropospheric, stratospheric, and total vertical column densities (VCDs) and their precision, as well as ~~some detailed results~~ detailed results for example NO₂ slant column densities and precision, air mass factors.

The KNMI TROPOMI NO₂ retrieval algorithm is based on a retrieval/data-assimilation system, following the approach introduced for the OMI NO₂ retrievals (the DOMINO approach) (Boersma et al., 2007, 2011) and also applied for the OMI retrievals within the QA4ECV project (Boersma et al., 2018). The total NO₂ slant ~~columns~~ column densities are derived using the Differential Optical Absorption Spectroscopy (DOAS) method (Platt and Stutz, 2008). Then the total slant ~~columns~~ column densities are assimilated in the TM5-MP model to determine the stratospheric NO₂ slant ~~columns~~ column densities. The tropospheric NO₂ slant column density is the total slant column density minus the stratospheric slant column density, after which these slant ~~columns~~ column densities are converted to the tropospheric and stratospheric NO₂ VCDs using appropriate air mass factors (AMFs).

The TROPOMI overpass is at about 13:30 local time. On any given day the TROPOMI measurement closest in space and time to one of the MAX-DOAS measurements was selected as the overpass pixel. The mean and standard deviation of the 3×3 and 5×5 pixels around the overpass pixel were also determined. TROPOMI data was not available for the cruise from December 2017 to January 2018 when the instrument was still in its in-orbit test phase. Only data with Quality Assurance (QA) value of > 0.75 (i.e. cloud radiance fraction < 0.5) were selected.

2.3 TM5-MP model data

The baseline method in the TROPOMI NO₂ algorithm to separate stratospheric and tropospheric contributions to the NO₂ total slant ~~columns~~-column densities is by data assimilation of slant ~~columns~~-column densities in the TM5-MP chemistry transport model (Huijnen et al., 2010; Williams et al., 2017). The TM5-MP NO₂ profiles are simulated globally at 1° × 1° (latitude x longitude) grids at 35 levels from surface to about 0.01 hPa. The time interval of the output is 30 minutes. The TM5-MP NO₂ profiles are kept in archive at KNMI. We selected the NO₂ profiles along the ship tracks every day. The number of grid cells from the TM5-MP model collocated with the ship in space and time varied from 1 to 6 per day, depending on the speed of the ship and its activities. The total, stratospheric, and tropospheric NO₂ vertical ~~columns~~-column densities were integrated using the TM5-MP NO₂ profiles. The tropopause level provided in the TM5-MP data was used to separate the stratospheric and tropospheric NO₂ ~~columns~~-column densities. The collocated TM5-MP data are available for four cruises. There are no TROPOMI NO₂ data for the first cruise, therefore also no TM5-MP data.

3 Data analysis for MAX-DOAS

3.1 Fitting of NO₂ slant ~~columns~~-column densities

The NO₂ slant ~~columns~~-column densities were retrieved with the DOAS technique (Platt and Stutz, 2008) using software developed at KNMI. The MAX-DOAS spectra were corrected for the dark current and offset measured on the same day. For some days without the dark current and offset spectra measurements, the dark current and offset spectra from nearby days were used. Wavelength calibration was performed using the measurement at the 15° elevation angle in every measurement series. The full width half maximum (FWHM) of the instrument spectral response function was fitted during the wavelength calibration. The FWHM is about 0.6 nm for the MAX-DOAS instruments.

For the DOAS fit we used the settings commonly used in the MAX-DOAS community (e.g., Piders et al., 2012; Kreher et al., 2019). The fitting window was 425-490 nm. For the stratospheric NO₂ fit, the cross sections included were NO₂ at 220 K (Vandaele et al., 1998), O₃ at 223 K (Bogumil et al., 2003), water vapour (Rothman et al., 2010), O₂-O₂ (Hermans et al., 2001), Ring cross section based on a solar spectrum from Kurucz et al. (1984). For the tropospheric NO₂ fit, the O₃, water vapour, O₂-O₂, and Ring cross sections were the same as those used in the stratospheric NO₂ fit but the NO₂ cross section at 298 K (Vandaele et al., 1998) and the NO₂ cross section at 220 K which was made orthogonal with the 298 K cross section were used. A fifth order polynomial of the wavelength was also included in the fits.

In the DOAS fit, one removes the solar Fraunhofer lines by using the ratio of the measured spectrum and a reference spectrum. Because both spectra are influenced by the instrument spectral response function, the solar Fraunhofer lines cannot be removed completely in the ratio. Since this effect comes from the solar spectrum I_0 , it is referred to as " I_0 effect". Detailed explanation and corrections for the I_0 effect was presented by Alliwel et al. (2002). The NO₂ and O₃ cross sections have been corrected for the I_0 effect.

For the fit of tropospheric NO₂, the reference spectrum was the measurement at 90° elevation angle (zenith) at every scanning series. For the stratospheric NO₂, the reference spectrum for the MAX-DOAS measurements from December 2017 to January 2018 was taken on 3 January 2018. The reference spectrum for the MAX-DOAS measurements in December 2018 and 2019 was taken on 3 February 2019. These two reference spectra were measured at solar zenith angle 17° and 24° in the afternoon, at 90° elevation angle, and in cloud free situations. We did not use spectra measured at solar zenith angle close to 0° because of saturation of the detector.

190 3.2 Computation of NO₂ vertical ~~columns~~ column densities

The NO₂ slant ~~columns~~ column densities present the amount of NO₂ along the effective light path from the sun to the MAX-DOAS. In order to convert the slant ~~columns~~ column densities to the vertical ~~columns~~ column densities, air mass factors (AMFs) were calculated using the Doubling-Adding KNMI radiative transfer codes (DAK) (De Haan et al., 1987; Stammes, 2001), with a pseudo-spherical correction (because of the large solar zenith angles up to 89°) and tropical atmospheric profiles of temperature and pressure (Anderson et al., 1986). The NO₂ profile was taken from the TM5-MP model simulations and interpolated at the tropical atmospheric profile levels. For the stratospheric AMF, the tropospheric NO₂ mixing ratio was set to zero at the altitude from 0 to 18 km, which is about the tropopause height from the model for the tropical regions. The NO₂ total column density in the tropical atmospheric profile is about 2.0×10^{15} molec cm⁻². NO₂ photolysis at twilight was not taken into account in the AMF calculations. The uncertainty of the AMFs caused by the neglecting of the NO₂ photolysis has been shown by (Van Roozendael and Hendrick, 2012) and will be discussed ~~later~~ in Sect. 4.5. Aerosols were specified in a well-mixed layer from 0 to 1 km with aerosol optical thickness values from 0 to 2 in 20 intervals. A Henyey-Greenstein phase function was used for aerosols in the computations.

AMFs for the stratospheric and tropospheric NO₂ were calculated off-line separately and stored in look-up tables. The AMF is a function of elevation angle, solar zenith angle, relative azimuth angle, aerosol optical thickness, surface albedo and surface height. For the ship measurements, we set the surface albedo to 0.05 and the surface height to 0 km. The solar zenith angles ranged from 0° to 89°. The AMFs were calculated at the wavelength of 460 nm. The method for the calculation of the tropospheric AMFs is described by Vlemmix et al. (2010).

Clouds were not taken into account in the AMF computations. According to Van Roozendael and Hendrick (2012) clouds are not important for the stratospheric NO₂ retrievals using MAX-DOAS. The impact of clouds on tropospheric NO₂ retrievals has been analysed by Vlemmix et al. (2015), by analysing the fully cloudy scenes (both zenith and off-axis elevation having clouds) and partly cloudy scenes (one elevation having clouds, either zenith or off-axis). They have reported that for the fully cloudy scenes, the impact of clouds on the sensitivity of MAX-DOAS tropospheric NO₂ measurement is small. For the partly cloudy scenes, the clouds have strong impact on the MAX-DOAS tropospheric NO₂ measurements, but the impact can be reduced if the MAX-DOAS data are averaged in time.

The viewing azimuth angles of the MAX-DOAS measurements were corrected using the heading data of the ship. The elevation angles were not explicitly corrected for the pitch and roll of the ship in our calculations because the MAX-DOAS instruments had an automatic continuous adjustment of the elevation angles during the measurements. Because we use 15°

(165°) and 30° (150°) elevation angles in the NO₂ retrievals, the 1 degree of pitch and roll are not important for these elevation angles. The solar zenith angles and relative azimuth angles have been re-computed using the ship GPS data because the internal
 220 GPS of the MAX-DOAS instrument was malfunctioning.

The stratospheric NO₂ vertical ~~columns~~ column densities (VCD_{strat}) are calculated using Eq. 1.

$$\text{VCD}_{\text{strat}} = (\text{DSCD} + \text{SCD}_{\text{ref}}) / \text{AMF}_{\text{strat}} \quad (1)$$

where DSCD is the differential slant density between the actual slant density and the slant density in the reference spectrum. SCD_{ref} is the slant density in the reference spectrum which is calculated using the total VCD
 225 multiplied with the cosine of the SZA. AMF_{strat} is the stratospheric NO₂ AMF.

We obtained the total NO₂ VCDs in the MAX-DOAS reference spectra from collocated OMI/QA4ECV NO₂ data (version 1.1 off-line, at <http://www.temis.nl/>) (Boersma et al., 2018). The total NO₂ density was 1.5×10^{15} molec cm⁻² in the reference spectrum on 3 January 2018 and was 1.7×10^{15} molec cm⁻² in the reference spectrum on 3 February 2019.

The tropospheric NO₂ vertical ~~columns~~ column densities (VCD_{trop}) are calculated using Eq. 2.

$$\text{VCD}_{\text{trop}} = \text{DSCD}_{90} / \text{DAMF} \quad (2)$$

where DSCD₉₀ is the differential slant ~~columns~~ column densities between a given elevation angle and 90° elevation angle in the same scanning series, and DAMF is the difference between the NO₂ AMFs at the given elevation angle and at 90° elevation angle.

4 Results

235 4.1 MAX-DOAS stratospheric NO₂

Stratospheric NO₂ vertical ~~columns~~ column densities derived from all viewing directions on 5 February 2019 are shown in Fig. 2. On this day, ~~R.V.~~ R.V. Sonne sailed at the Pacific ocean (1.37° N - 2.08° N, 142.08° W - 140.58° W). It was good weather with lots of scattered clouds, which was a normal weather condition during the cruises. The stratospheric NO₂ VCDs derived from different elevation angles are quite close to each other but the VCDs are slightly larger at small elevation angles. The NO₂ VCD
 240 shows a typical diurnal evolution pattern in the stratosphere, with low values in the morning, increasing during the day, and having high values in the evening. These features can be explained by the NO_x related stratospheric chemistry as mentioned in the introduction. The stratospheric NO₂ VCD is about 1.5×10^{15} molec cm⁻² at noon and 2.6×10^{15} molec cm⁻² at SZA of 89°. The values are in the same range as those measured by satellite instruments reported by Belmonte-Rivas et al. (2014).

4.2 MAX-DOAS tropospheric NO₂

245 Figure 3 shows tropospheric NO₂ VCDs on 24 June 2019. The measurement was taken over the Pacific ocean (25.12° N - 24.40° N, 137.83° E - 134.44° E), with scattered clouds. The tropospheric NO₂ vertical ~~columns~~ column densities are between

0 and 0.5×10^{15} molec cm⁻² and similar in different elevation angles. So we do not need to separate different elevation angles when comparing MAX-DOAS tropospheric NO₂ vertical ~~columns~~column densities with TROPOMI tropospheric NO₂ vertical ~~columns~~column densities. There is no enhanced tropospheric NO₂ on this day, which is the case for most of the cruises. At
250 SZA larger than 60°, some tropospheric NO₂ VCDs are larger than at noon, which may be the impact of the stratospheric NO₂.

As shown in Fig. 3, when the solar zenith angles are larger than 70°, in the morning the VCDs at the elevations of 150° and 165° decrease with the increasing SZA; in the evening the VCDs at the elevations of 15° and 30° decrease with the increasing SZA. The decrease of tropospheric NO₂ VCDs with increasing SZA at relatively large SZA is an artefact which is caused
255 by the rapid changing of the stratospheric NO₂ at large SZA and by using the spectrum measured at 90° elevation angle as the reference spectrum in every scanning series. The measurements started from the 15° elevation angle and finished at the 165° elevation angle. In the morning, the spectra at the 150° and 165° elevation angles are measured later than the reference spectrum and the stratospheric NO₂ decreases rapidly in the morning, therefore less NO₂ is measured at the 150° and 165° elevation angles than in the reference spectrum. In the evening, the stratospheric NO₂ increases rapidly as SZA increasing and
260 the spectra at the 15° and 30° elevation angles are measured earlier than the reference spectrum, consequently, less NO₂ is measured at the 15° and 30° elevation angles than in the reference spectrum. If there is more NO₂ in the reference spectrum than in the actual measurement, the DOAS fit may yield a negative NO₂ slant column density. This artefact has no impact on the comparison with TROPOMI tropospheric NO₂, because the SZAs are small at the TROPOMI overpass time during the four cruises.

265 4.3 Comparison of MAX-DOAS ~~and TROPOMI~~ stratospheric NO₂ ~~and with~~ TM5-MP model simulations

The TM5-MP simulated NO₂ profiles were integrated vertically from the tropopause level to the highest level of the model to get the stratospheric NO₂ vertical ~~columns~~column densities. If there were several TM5 latitude/longitude grid cells crossed by the ship in a day, the NO₂ ~~columns~~column densities in the morning (evening) from the first (last) TM5 grid were used to compare with the MAX-DOAS morning (evening) measurements. The SZA values of the TM5 NO₂ profiles were calculated
270 at the centre of the latitude and longitude grids. The variation of the NO₂ ~~columns~~column densities in different grid cells crossed by the ship per day was usually small. Figure 4 shows one day of the stratospheric NO₂ ~~columns~~column densities simulated by TM5 and measured by MAX-DOAS on 22 March 2019, when the ship was stationary at the Pacific at 14.5° N, 125.5° W. On this day the NO₂ vertical ~~columns~~column densities from one TM5 grid cell were selected. The largest SZA in the MAX-DOAS NO₂ VCD data is 89° in the morning and evening. The MAX-DOAS stratospheric NO₂ vertical ~~columns~~
275 column densities have a similar diurnal variation as the TM5 simulated stratospheric NO₂ ~~columns~~column densities. The TM5 stratospheric NO₂ vertical ~~columns~~column densities have a positive offset compared to the MAX-DOAS stratospheric NO₂ VCDs. Plots of other days show a similar pattern.

Figure 5 shows the scatter plot of the MAX-DOAS stratospheric NO₂ VCDs measured in the morning and evening versus TM5 simulated stratospheric NO₂ VCDs for four cruises. The morning and evening NO₂ values are the average of NO₂ VCD
280 measured from SZA 75° to 89°, respectively. This solar zenith angle range is used throughout the paper to define the morning

and evening NO₂. At large SZA, the light path in the stratosphere is longer than that at noon, consequently, the MAX-DOAS measurements are more sensitive to the stratospheric NO₂. The MAX-DOAS and TM5 stratospheric NO₂ VCDs have a good linear correlation, with a correlation coefficient $R = 0.97$. The mean differences are $3.34 \times 10^{14} (\pm 1.88 \times 10^{14})$ molec cm⁻² (16.5%) in the morning and $5.69 \times 10^{14} (\pm 3.12 \times 10^{14})$ molec cm⁻² (17.4%) in the evening. The TM5 stratospheric NO₂ VCDs are slightly higher than the MAX-DOAS stratospheric NO₂ VCDs. ~~The statistics of the comparisons are summarized in Table ??.~~

Additionally, we have compared the MAX-DOAS and TM5 stratospheric NO₂ VCDs at the SZA ranges of 0°-30°, 30°-60°, 60°-75°. At smaller SZA angles, TM5 simulated stratospheric NO₂ VCDs are mostly larger than the MAX-DOAS measurements. The results of the comparison are presented in Table 2.

We also compared the TROPOMI stratospheric NO₂ VCDs with the TM5-MP model simulated stratospheric NO₂ VCDs. They are almost the same, the mean difference is about -2.49×10^{13} molec cm⁻² (about 1%). This is expected because the TROPOMI NO₂ total ~~columns~~ column densities are assimilated in TM5-MP model to separate the stratospheric and tropospheric NO₂. This is a good consistency check for the TROPOMI stratospheric NO₂ VCDs.

4.4 Comparison of MAX-DOAS and TROPOMI NO₂ vertical ~~columns~~ column densities

4.4.1 Stratospheric NO₂

As mentioned before, the MAX-DOAS are more sensitive to the stratospheric NO₂ in the morning and evening than at the TROPOMI overpass time (at 13:30 LT). Because the stratospheric NO₂ VCDs have a diurnal cycle, we cannot interpolate the stratospheric NO₂ VCD directly at the TROPOMI overpass time using the MAX-DOAS morning and evening values. The interpolation has to be done using a chemistry model as presented by Tack et al. (2015). Since the TM5 and MAX-DOAS stratospheric NO₂ VCDs had a similar diurnal cycle, we used the TM5 model to interpolate the MAX-DOAS stratospheric NO₂ VCDs at the TROPOMI overpass time. First, for each day the TM5 stratospheric NO₂ VCDs were shifted to the MAX-DOAS stratospheric NO₂ VCDs by subtracting the mean difference of the stratospheric NO₂ VCDs between TM5 and MAX-DOAS for SZA between 75 and 89°. The stratospheric NO₂ VCD at the TROPOMI overpass time (called TM5 interpolated NO₂ VCD) was interpolated using this corrected (shifted) TM5 stratospheric NO₂ VCDs.

The stratospheric NO₂ VCDs of MAX-DOAS and TROPOMI for the cruise in February 2019 are shown in Fig. 6. The figure shows the MAX-DOAS stratospheric NO₂ VCDs collocated with the TROPOMI measurements, the MAX-DOAS morning and evening stratospheric NO₂ VCDs, and the TM5 interpolated stratospheric NO₂ VCDs. Before 3 Feb. Sonne was in EEZ, so no data were shown in the figure. In absolute terms, the MAX-DOAS stratospheric NO₂ VCDs are smaller in the morning and larger in the evening. The MAX-DOAS NO₂ VCDs collocated to the TROPOMI overpass and the interpolated TM5 stratospheric NO₂ VCDs are between the morning and evening values. The MAX-DOAS NO₂ VCDs are lower than the TROPOMI NO₂ VCDs. In some cases, there was no TROPOMI data due to the presence of clouds (with a cut off at a cloud radiance fractions of 0.5).

A scatter plot of TROPOMI versus MAX-DOAS stratospheric NO₂ VCDs for all the cruises is shown in Fig. 7. The TROPOMI values were taken from the pixels collocated to the MAX-DOAS location. If the collocated MAX-DOAS NO₂ measurement was contaminated by ship emissions, then the NO₂ VCD was derived from unpolluted data within 7 minutes around the overpass time. We removed the MAX-DOAS data measured on the days when the wind direction was from the back of ship and the exhaust of the ship was measured. On the days when the wind was from the front of the ship, MAX-DOAS sometimes measured a small amount of exhaust NO₂ for a few minutes; these peaks were also removed. If the collocated MAX-DOAS NO₂ was larger than the MAX-DOAS NO₂ VCD at the SZA of 80° in the evening, the collocated MAX-DOAS NO₂ VCD was flagged as polluted. For the data in Fig. 7, the correlation coefficient is 0.93, mean difference of 2.42×10^{14} molec cm⁻² (10.3 %) and standard deviation of 2.24×10^{14} molec cm⁻². The linear fit of the TROPOMI and MAX-DOAS stratospheric NO₂ VCDs has a slope of 1.076 and an offset of 0.74×10^{14} molec cm⁻².

Figure 8 shows the TROPOMI stratospheric NO₂ VCDs versus the TM5 interpolated stratospheric NO₂ VCDs. The correlation coefficient is 0.95 with a mean difference of 4.34×10^{14} molec cm⁻² (19.2 %) and a standard deviation of 1.92×10^{14} molec cm⁻². The linear fit of the TROPOMI and TM5 interpolated stratospheric NO₂ VCDs has a slope of 1.083 and an offset of 2.653×10^{14} molec cm⁻², which is similar to that of Fig. 7. [The mean and standard deviation values for TROPOMI and MAX-DOAS stratospheric NO₂ VCDs are presented in Table 3.](#)

The MAX-DOAS and TROPOMI stratospheric NO₂ VCDs for all cruises are shown as a function of latitude in Fig. 9. Both data sets illustrate the latitudinal dependency of the stratospheric NO₂ VCDs, with low values in tropical region (20° S to 10° N) and higher values at mid-latitudes (10° N - 40° N). Note that the MAX-DOAS data were taken in four cruise in different months, not in a single cruise. The latitudinal dependency is well-known in satellite stratospheric NO₂ VCD data (Belmonte-Rivas et al., 2014). In the tropics the low stratospheric NO₂ VCDs are caused by upward and poleward transport in the Hadley cell (Noxon, 1979).

4.4.2 Tropospheric NO₂

The tropospheric NO₂ VCDs for the cruise in February 2019 across the Pacific is shown in Fig. 10. There are no anomalous high tropospheric NO₂ VCDs during this cruise. As shown in the figure, most MAX-DOAS tropospheric NO₂ VCDs are close to zero. And the TROPOMI tropospheric NO₂ VCDs are also very low, 7×10^{14} molec cm⁻², with large error bars because of the low NO₂ concentrations (van Geffen et al., 2019).

Figure 11 shows the scatter plot of TROPOMI tropospheric NO₂ VCD versus MAX-DOAS tropospheric NO₂ VCD at the closest overpass time. The vertical error bar is the uncertainty of the TROPOMI tropospheric NO₂ VCD, which is taken from the TROPOMI data. The horizontal error bar is for the MAX-DOAS tropospheric NO₂ VCD, which is assumed to be 100% of the NO₂ VCD. We can see that the MAX-DOAS and TROPOMI data both show low tropospheric NO₂ during these cruises. The TROPOMI and MAX-DOAS tropospheric NO₂ VCDs are in the same range, most of the points are between 0 and 5×10^{14} molec cm⁻². Because of very low tropospheric NO₂, there is almost no correlation between the tropospheric NO₂ VCDs. The mean difference and standard deviation are 4.00×10^{14} and 5.08×10^{14} molec cm⁻², respectively.

The negative values in the MAX-DOAS tropospheric NO₂ are mostly due to the low NO₂ values and the detection limit of the MAX-DOAS. The negative tropospheric NO₂ VCD values may also be caused by the clouds in the reference spectrum but not in the off-axis spectrum. The best root mean square error in the DOAS fit for tropospheric NO₂ is 1.2×10^{-4} . The NO₂ cross section is about $1 \times 10^{-19} \text{ cm}^2 \text{ molec}^{-1}$. If we assume that twice of the RMS can be detected, the detection limit for the slant column density is $2.4 \times 10^{15} \text{ molec cm}^{-2}$. The AMF for the 15° elevation angle is about 2.2, hence the detection limit for the vertical column density is $1.1 \times 10^{15} \text{ molec cm}^{-2}$. This estimation of the detection limit is similar to that used by Peters et al. (2012). They proposed this value as an upper limit, the actual detection limit can be better than this. During the cruises, tropospheric NO₂ slant ~~columns~~ column densities larger than $2.4 \times 10^{15} \text{ molec cm}^{-2}$ were rarely detected.

4.5 Discussions

Because the reference spectra were measured by the MAX-DOAS during the cruises, there was background NO₂ absorption in the reference spectra. The NO₂ VCD in the reference spectrum was estimated using the collocated OMI/QA4ECV NO₂ VCD, which may cause an uncertainty (offset) in the MAX-DOAS stratospheric NO₂ VCDs. Zara et al. (2018) reported that the uncertainty of the OMI NO₂ SCD in remote ocean region was about $8 \times 10^{14} \text{ molec cm}^{-2}$. The uncertainty of the NO₂ VCD in the reference spectrum is estimated to be $4 \times 10^{14} \text{ molec cm}^{-2}$ because the AMF is about 2 at noon. The NO₂ VCD in the reference spectrum has a larger impact on the stratospheric NO₂ VCD at the TROPOMI overpass time, for example in the comparison of MAX-DOAS NO₂ VCD with TROPOMI at the collocated pixels. Since the same reference spectrum is used for the MAX-DOAS analysis, the impact of the reference spectrum on the MAX-DOAS stratospheric NO₂ VCD is the same for all trips. The NO₂ in the reference spectrum has less impact on the MAX-DOAS stratospheric NO₂ VCD at the SZA range of 75°-89°, because the mean AMF in this SZA range is about 7 time the AMFs of the reference spectrum (due to the long light path at large SZAs).

Neglecting the NO₂ photo-dissociation may lead to 10% uncertainty in the AMFs at twilight because of the change of the NO₂ profiles (Van Roozendael and Hendrick, 2012). Since we only used the measurements at SZA smaller than 89°, the impact from the photo-dissociation may be smaller in our analysis. We have calculated the stratospheric NO₂ AMFs using a range of NO₂ profiles from the TM5 output. The AMFs for the stratospheric NO₂ are very similar and the differences are within 5%.

In the DOAS fit, the uncertainty of the MAX-DOAS stratospheric NO₂ slant ~~columns~~ column densities is about $0.5 \times 10^{14} \text{ molec cm}^{-2}$ at SZA of 20° and increases to $1 \times 10^{14} \text{ molec cm}^{-2}$ at SZA of 80°. These uncertainties are given in the output of our DOAS fit program. The uncertainty of the NO₂ VCD in the reference spectra is about $4 \times 10^{14} \text{ molec cm}^{-2}$ based on the OMI data. The stratospheric NO₂ AMFs are about 1.2 and 5.5 at 20° and 80° of the SZA with an uncertainty of 10%. Using the uncertainty estimation method presented by Tack et al. (2015), in total, we estimate that the uncertainty of the stratospheric NO₂ VCD is about $4 \times 10^{14} \text{ molec cm}^{-2}$ and $1 \times 10^{14} \text{ molec cm}^{-2}$ at SZA of 20° and 80°, respectively.

For the tropospheric NO₂ VCDs, assuming the AMF of 2.0 with an uncertainty of 10%, the uncertainty of the tropospheric NO₂ VCD is estimated to be $2.1 \times 10^{14} \text{ molec cm}^{-2}$. However, Bais et al. (2016) recommended that the NO₂ differential AMF uncertainties to be used for MAX-DOAS at 15° and 30° elevations were 41% and 22%, respectively. In reality the uncertainty of the MAX-DOAS tropospheric NO₂ VCDs is larger than the values given here.

380 The comparison of MAX-DOAS and TROPOMI stratospheric NO₂ VCDs has also been analysed using averaged TROPOMI data over 3 × 3 and 5 × 5 ground pixels around the collocated pixels. The mean differences between TROPOMI and MAX-DOAS stratospheric NO₂ VCDs are 4.34, 4.57, 4.55 × 10¹⁴ molec cm⁻² for 1, 3 × 3, and 5 × 5 pixels, respectively. The best agreement between the TROPOMI and MAX-DOAS stratospheric NO₂ VCDs occurs for the single pixel cases presented in this paper.

385 The comparisons of TROPOMI stratospheric NO₂ VCDs with MAX-DOAS collocated stratospheric NO₂ VCD and with the TM5-MP interpolated stratospheric NO₂ VCDs show consistent results: TROPOMI stratospheric NO₂ VCDs are higher than the other two products. The TROPOMI stratospheric NO₂ VCDs have good linear correlation with the MAX-DOAS collocated and TM5 interpolated stratospheric NO₂ VCDs. The linear fit of the TROPOMI stratospheric NO₂ VCDs and MAX-DOAS collocated stratospheric NO₂ VCDs or TM5 interpolated stratospheric NO₂ VCDs have similar slopes and offsets.

390 The differences of the MAX-DOAS and TROPOMI NO₂ VCDs do not depend on the cloud radiance fraction. The MAX-DOAS tropospheric NO₂ VCDs are close to the detection limit. The negative values can also be due to clouds observed in the 90° elevation angle but not in the off-axis elevation angle. These MAX-DOAS tropospheric NO₂ VCDs provide an evaluation of the lowest TROPOMI tropospheric NO₂ values; such clean cases are not easily observed over land.

Similar to Peters et al. (2012) and Behrens et al. (2019), we also measured the latitude dependent shape of stratospheric NO₂ VCDs. Because the TROPOMI overpass time is close to noon, we cannot use the morning or evening MAX-DOAS values to compare with TROPOMI data directly. The morning and evening MAX-DOAS NO₂ were calculated from the SZA of 88° to 92° by Peters et al. (2012) and Behrens et al. (2019). We used the NO₂ VCDs until solar zenith angle of 89°. Peters et al. (2012) reported that the tropospheric NO₂ VCDs were only above the detection limit when there were ship emissions or close to land. This agrees with our tropospheric NO₂ measurements although we do not have measurements close to land.

400

5 Conclusions

We have presented MAX-DOAS measurements during five cruises from 2017 to 2019, covering a large latitude and longitude range, in both summer and winter. The MAX-DOAS measurements have been compared with TROPOMI stratospheric and tropospheric NO₂ vertical ~~columns~~column densities. Since the TM5-MP model is used in the TROPOMI retrievals, we also compared MAX-DOAS NO₂ VCDs with the TM5-MP simulations. It turns out that TROPOMI stratospheric NO₂ vertical ~~columns~~column densities have a good linear correlation with MAX-DOAS stratospheric NO₂ vertical ~~columns~~column densities. Compared to the MAX-DOAS measurements, TROPOMI has a small positive bias of 2.4 to 4.3 × 10¹⁴ molec cm⁻² (10-20%), with an uncertainty of 2 × 10¹⁴ molec cm⁻². The uncertainty of MAX-DOAS stratospheric NO₂ vertical ~~columns~~column densities is estimated to be 1 to 4 × 10¹⁴ molec cm⁻².

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410 Because the cruises were mostly in remote ocean areas, the MAX-DOAS tropospheric NO₂ values were quite low, often close to 0 or slightly negative as a result of low detection limit or impact of clouds. The mean of the collocated TROPOMI tropospheric NO₂ VCDs is 4.7 × 10¹⁴ molec cm⁻². The mean difference between TROPOMI and MAX-DOAS NO₂ VCDs

is 4.0×10^{14} molec cm⁻² with a standard deviation of 5.1×10^{14} molec cm⁻². The uncertainty of MAX-DOAS tropospheric NO₂ vertical ~~columns~~ column densities is about 2×10^{14} molec cm⁻². We can confirm that both TROPOMI and MAX-DOAS
415 measured very low tropospheric NO₂ VCDs over clean oceans.

Data availability. MAX-DOAS data are available from the authors, TROPOMI data are available from the Copernicus website.

Author contributions. PW did the MAX-DOAS measurements on Sonne, analyzed the MAX-DOAS data and wrote the manuscript. AP prepared the MAX-DOAS instruments, software for measurements and data analysis, helped with the measurements. OT did MAX-DOAS measurements on MSM. SK did Microtops measurements. JvG selected the collocated TROPOMI data. PS contributed to organization of
420 the campaigns. All co-authors have contributed to the texts of the manuscript and discussions.

Competing interests. No competing interests are present.

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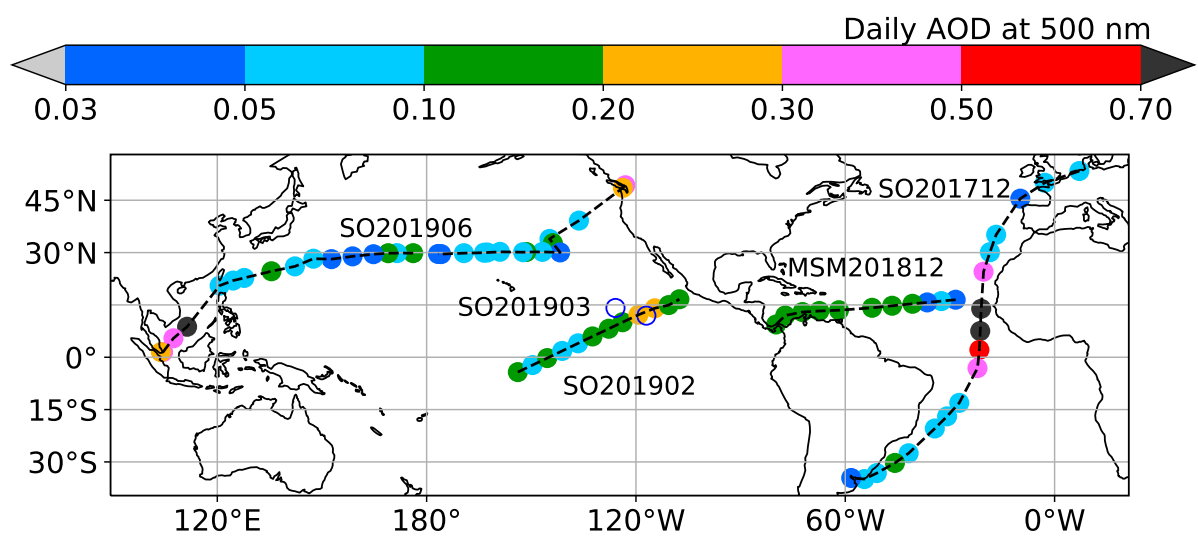


Figure 1. Daily aerosol optical thickness at 500 nm (AOT) along the cruise routes. Two open circles indicate the stationary positions of Sonne for the cruise in March 2019 (SO201903), no Microtops measurements.

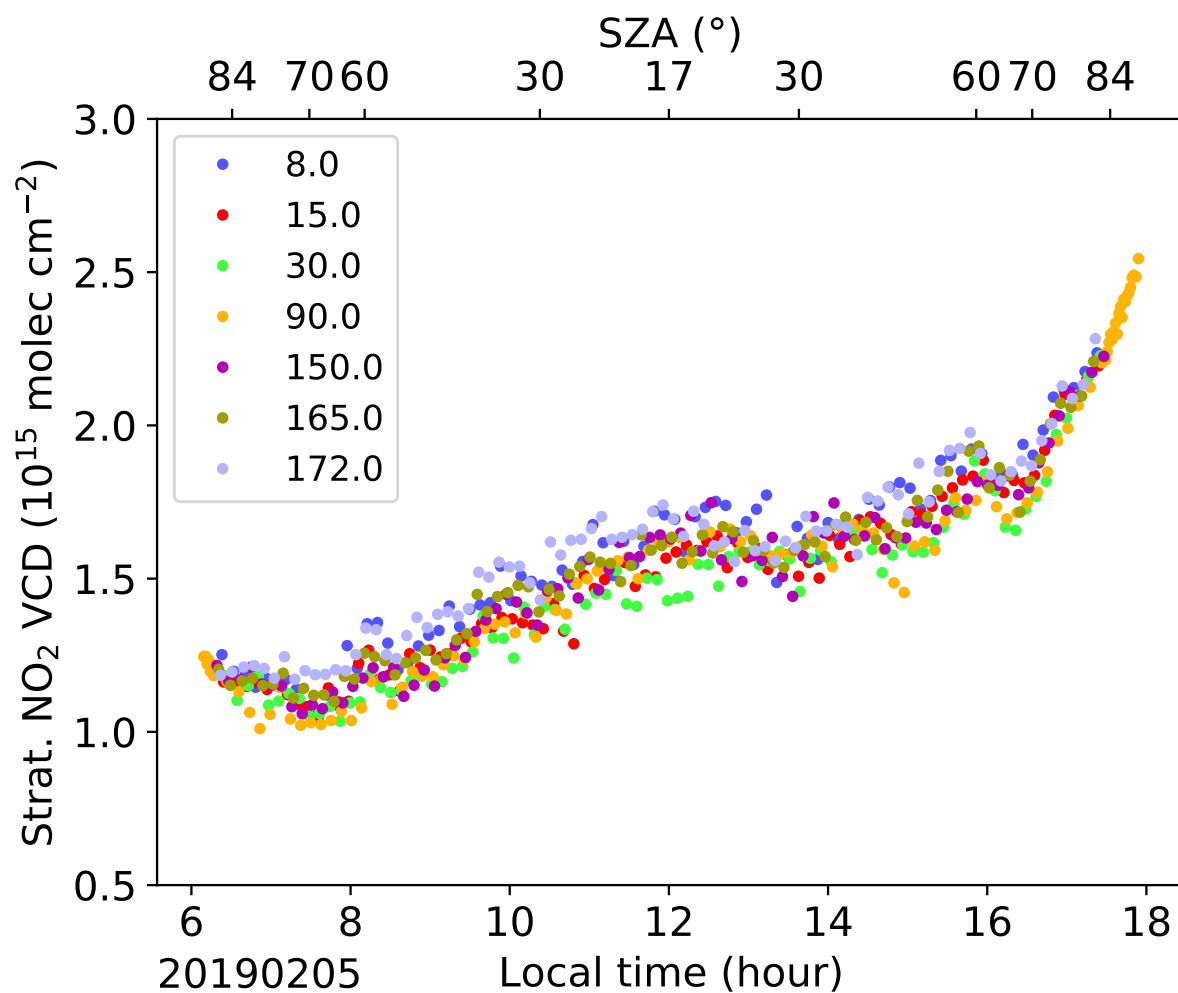


Figure 2. An example of diurnal cycle of stratospheric NO₂ VCDs on 5 February 2019. The day fraction is in UTC. 5 Feb. 2019 is day 36. The SZA values are corresponding to the local time. The NO₂ VCDs derived from different elevation angles are indicated with different colours. The measurements were taken at the Pacific. At 12 LT, Sonne was at 1.9° N, 140.9° W.

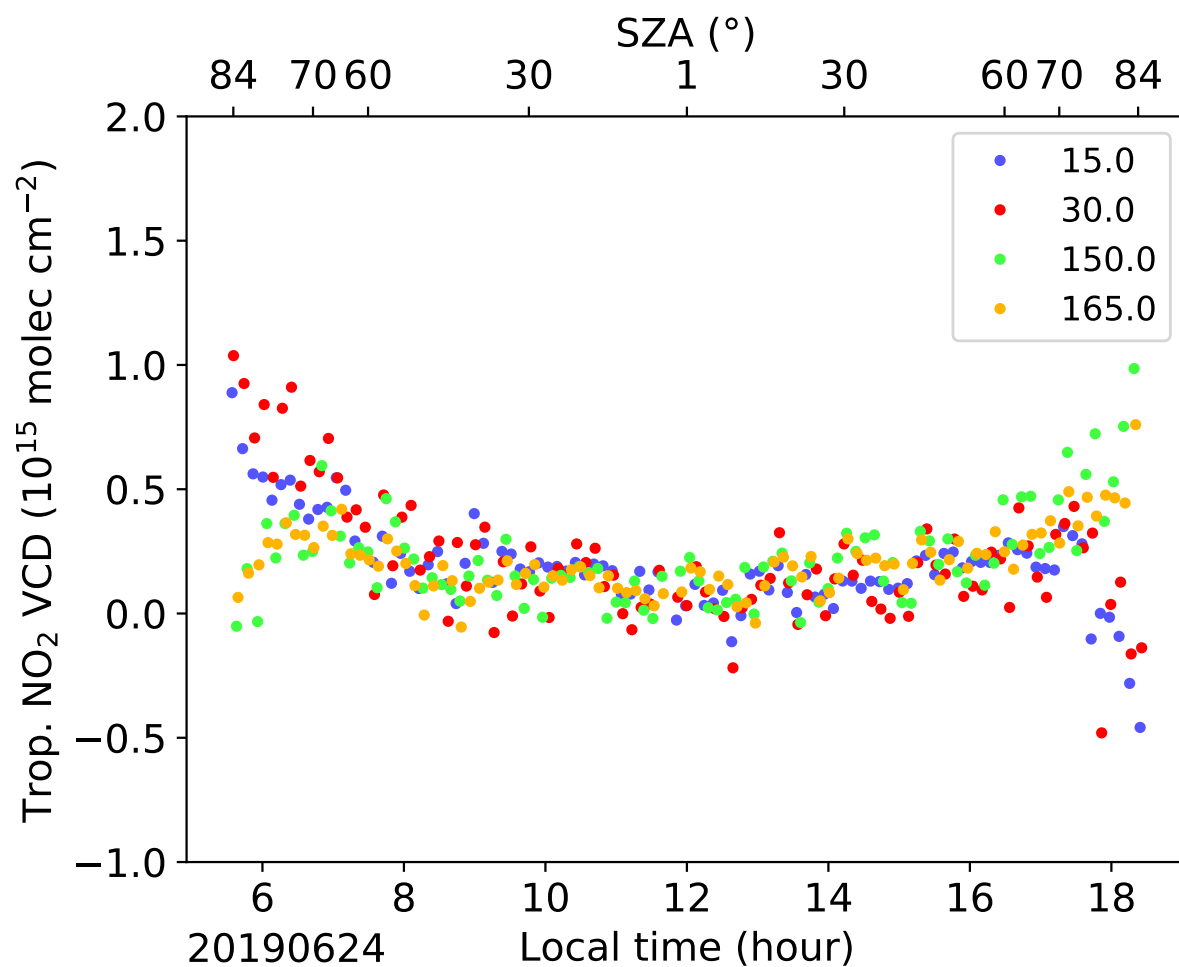


Figure 3. An example of one day of tropospheric NO₂ VCDs on 24 June 2019. The ~~day fraction is in UTC. 24 June 2019 is day 175.~~ The ~~SZA values are corresponding to the local time.~~ The NO₂ VCDs derived from different elevation angles are indicated with different colours. The reference spectrum was taken at the 90° elevation angle in every scan, so no NO₂ VCD was retrieved from the 90° elevation angle. The measurements were taken at the Pacific. At 12 LT, Sonne was at 24.8° N, 136.1° E.

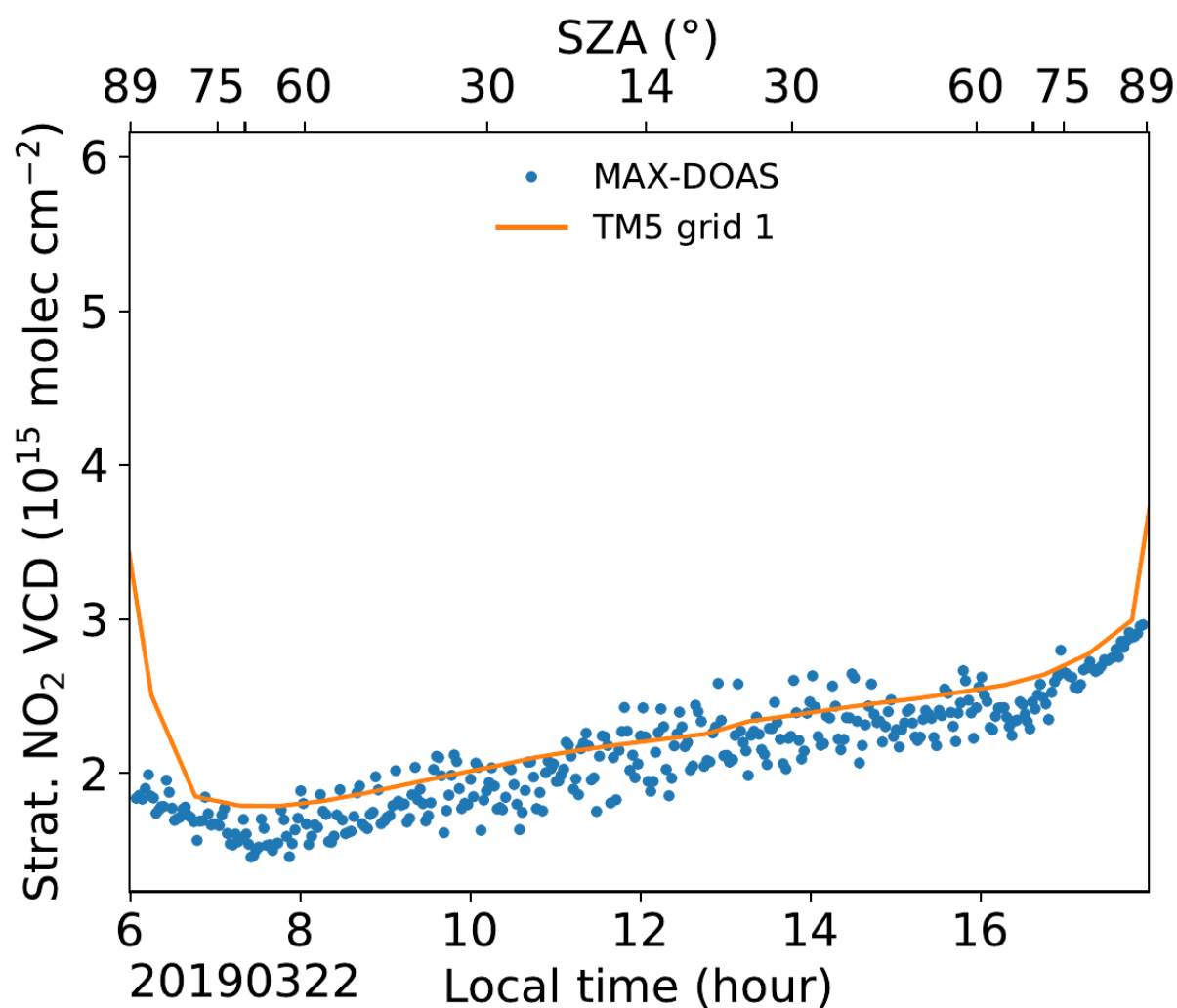


Figure 4. Stratospheric NO₂ vertical ~~columns~~column densities on 22 March 2019, measured by MAX-DOAS and simulated by TM5. ~~The day fraction is in UTC. 22 March 2019 is day 81. The SZA values are corresponding to the local time.~~ Sonne was stationary at the Pacific at 14.5° N, 125.5° W. TM5 simulations in one grid were used.

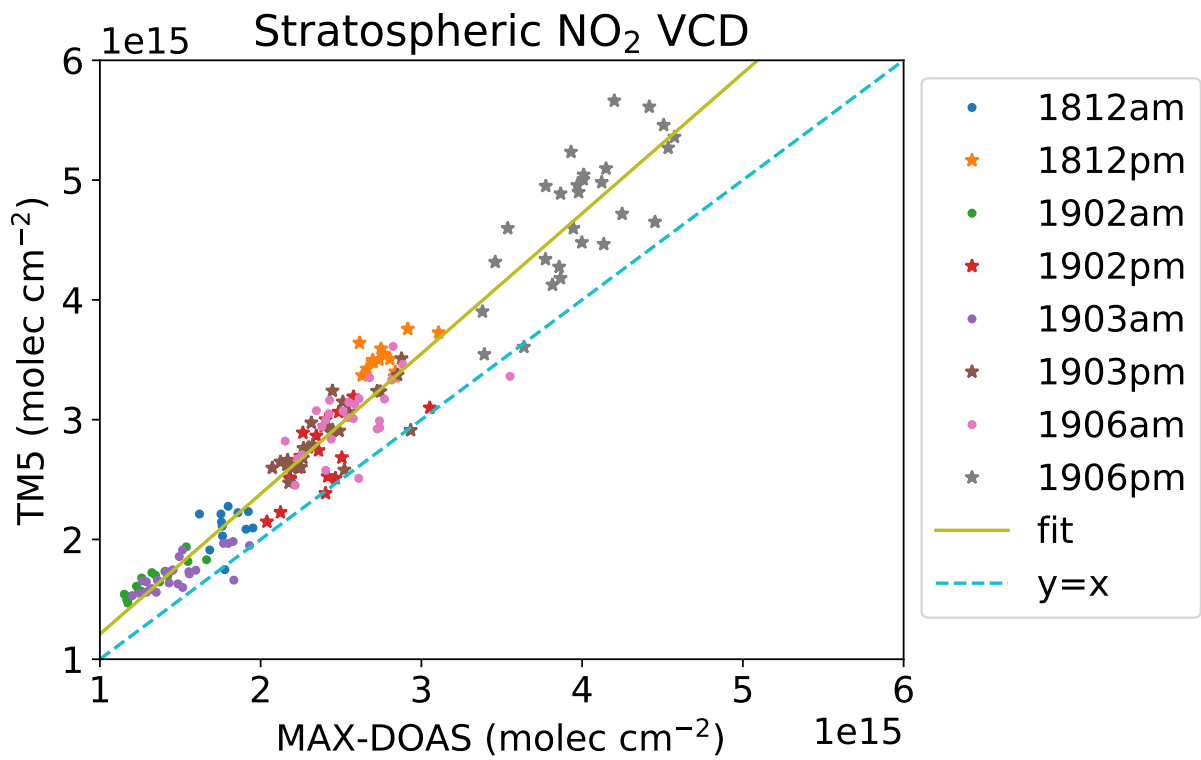


Figure 5. Scatter plot of TM5 stratospheric NO₂ vertical ~~columns~~column densities versus MAX-DOAS stratospheric NO₂ vertical ~~columns~~column densities. The am and pm MAX-DOAS NO₂ vertical ~~columns~~column densities are the mean values between solar zenith angle of 75° and 89° in the morning and in the evening, respectively. The numbers 1812, 1902, 1903, and 1906 refer to the years (2018, 2019) and months (Dec., Feb., Mar., Jun.) of the cruises. The correlation coefficient is $R = 0.97$. The fit is $y = 1.17x + 3.86 \times 10^{13} \text{ molec cm}^{-2}$.

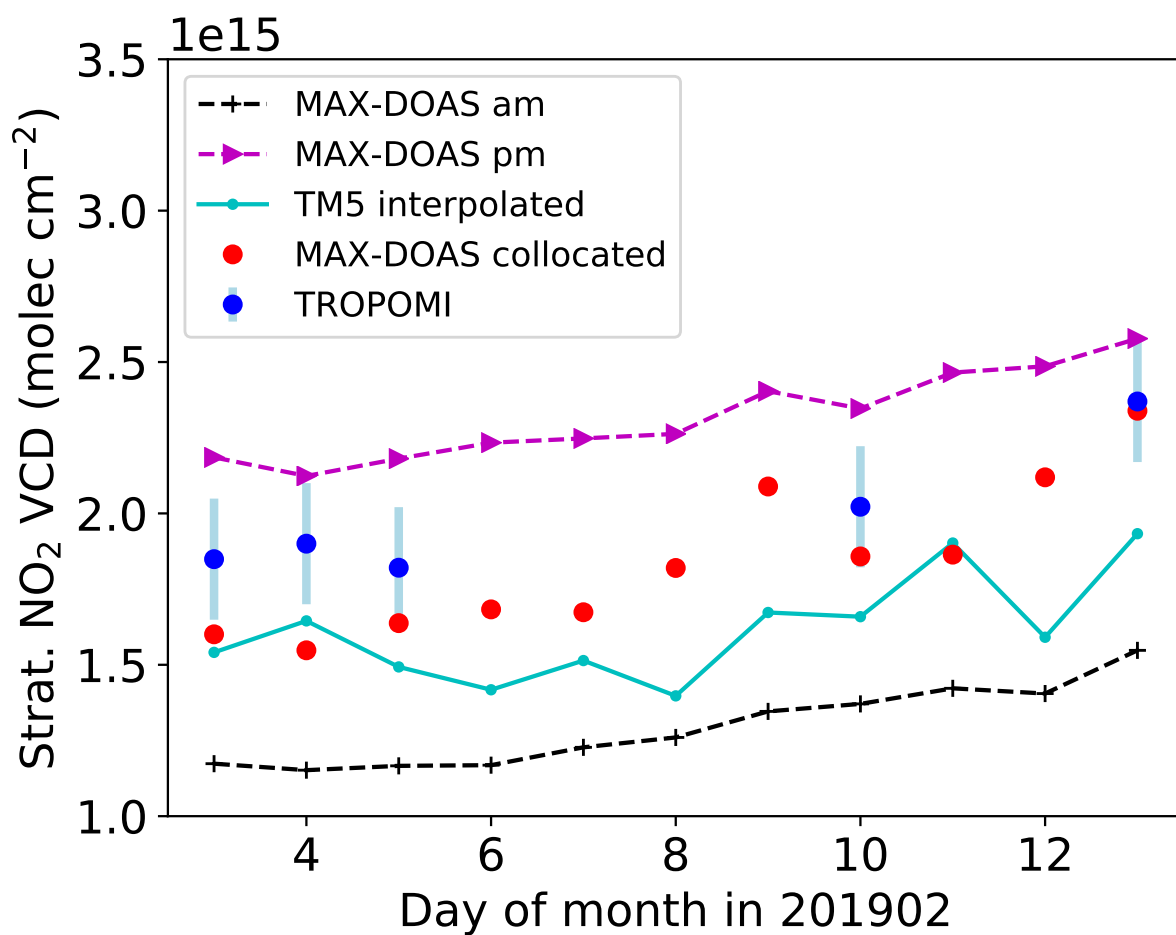


Figure 6. Time series of stratospheric NO₂ vertical ~~columns~~column densities for the cruise in February 2019. The MAX-DOAS am and pm NO₂ vertical ~~columns~~column densities are the mean values between solar zenith angle of 75° and 89° in the morning and in the evening, respectively. The missing TROPOMI data are due to clouds. The error bar shows the precision of the TROPOMI stratospheric NO₂ VCD.

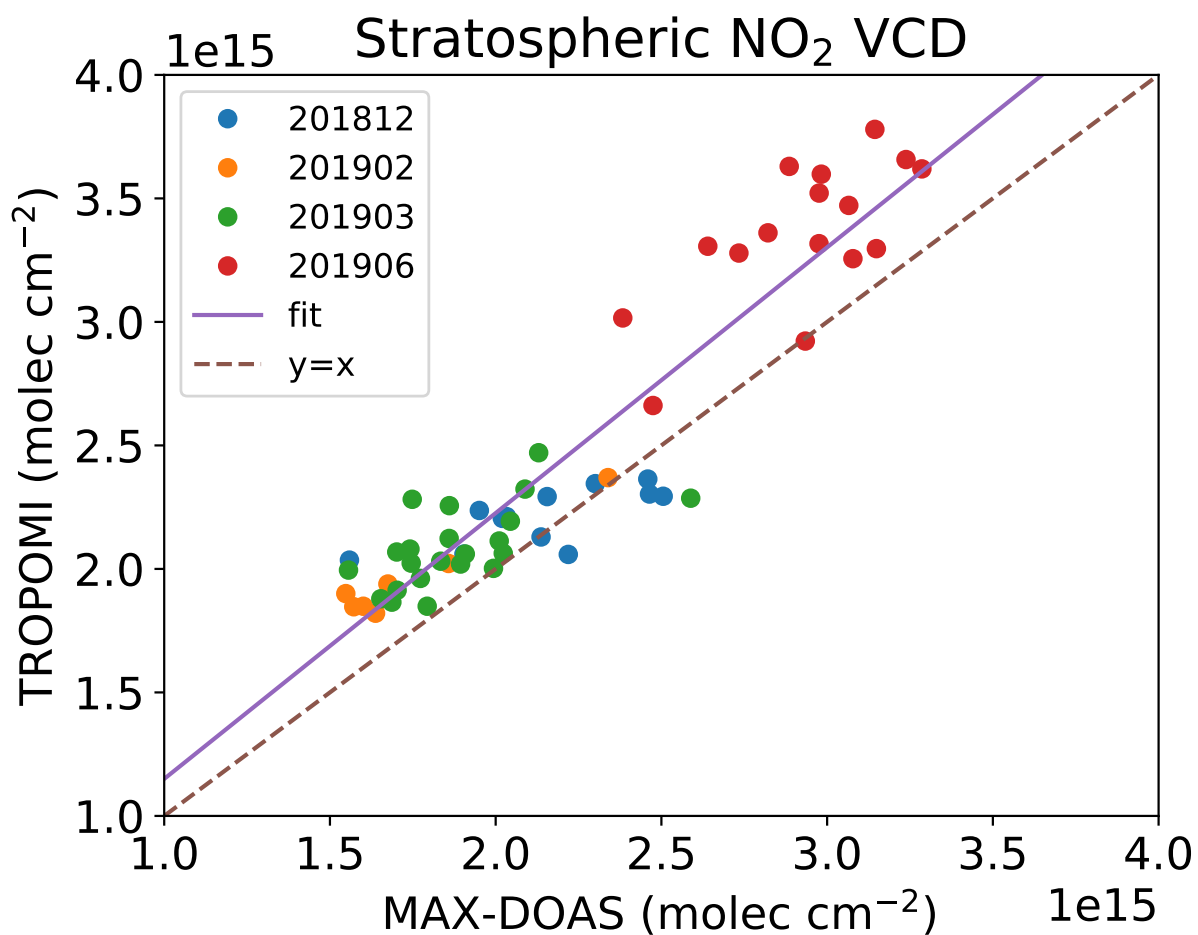


Figure 7. Scatter plot of TROPOMI stratospheric NO₂ vertical ~~columns~~column densities versus MAX-DOAS stratospheric NO₂ vertical ~~columns~~column densities. The MAX-DOAS measurements are taken from the collocated TROPOMI pixels. The correlation coefficient is 0.93. The fit is $y = 1.076x + 7.388 \times 10^{13} \text{ molec cm}^{-2}$.

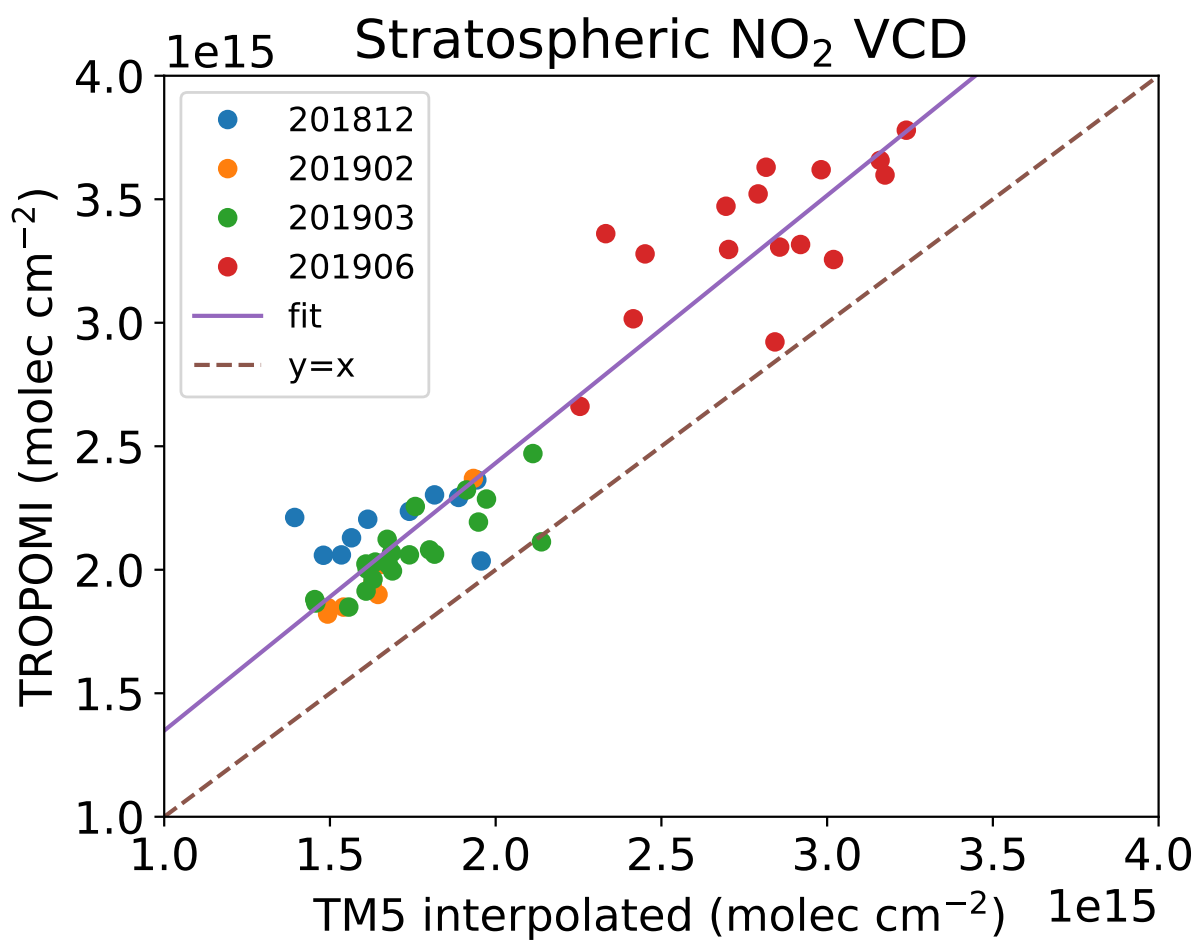


Figure 8. Scatter plot of TROPOMI stratospheric NO₂ vertical ~~columns~~ column densities versus TM5 interpolated stratospheric NO₂ vertical ~~columns~~ column densities with the correction of MAX-DOAS measurements. Same TROPOMI data as in Fig. 7. The correlation coefficient is 0.95. The fit is $y = 1.083x + 2.653 \times 10^{14} \text{ molec cm}^{-2}$.

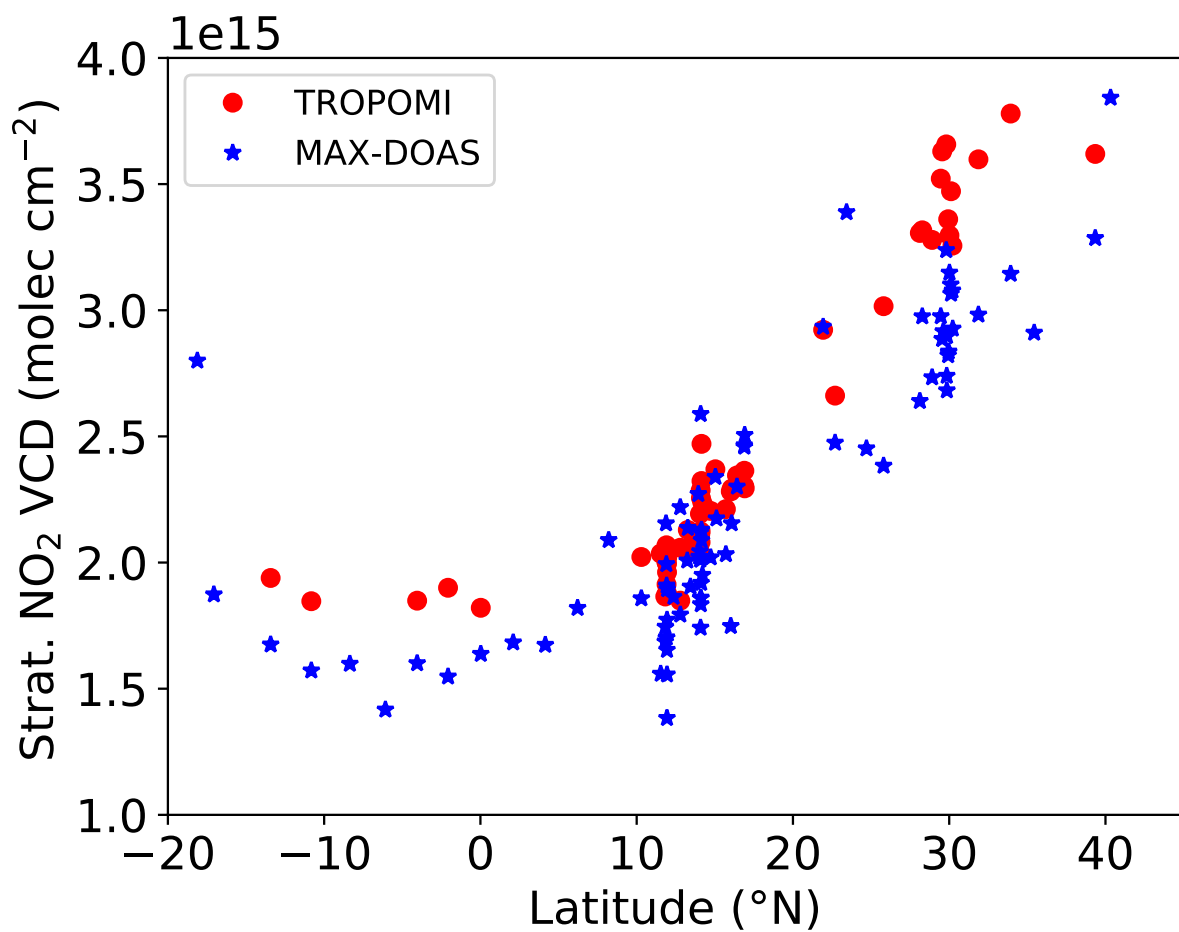


Figure 9. TROPOMI and MAX-DOAS ~~FM5-interpolated~~ stratospheric NO₂ vertical ~~columns~~ column densities as a function of latitude. Same data as in Fig. 87.

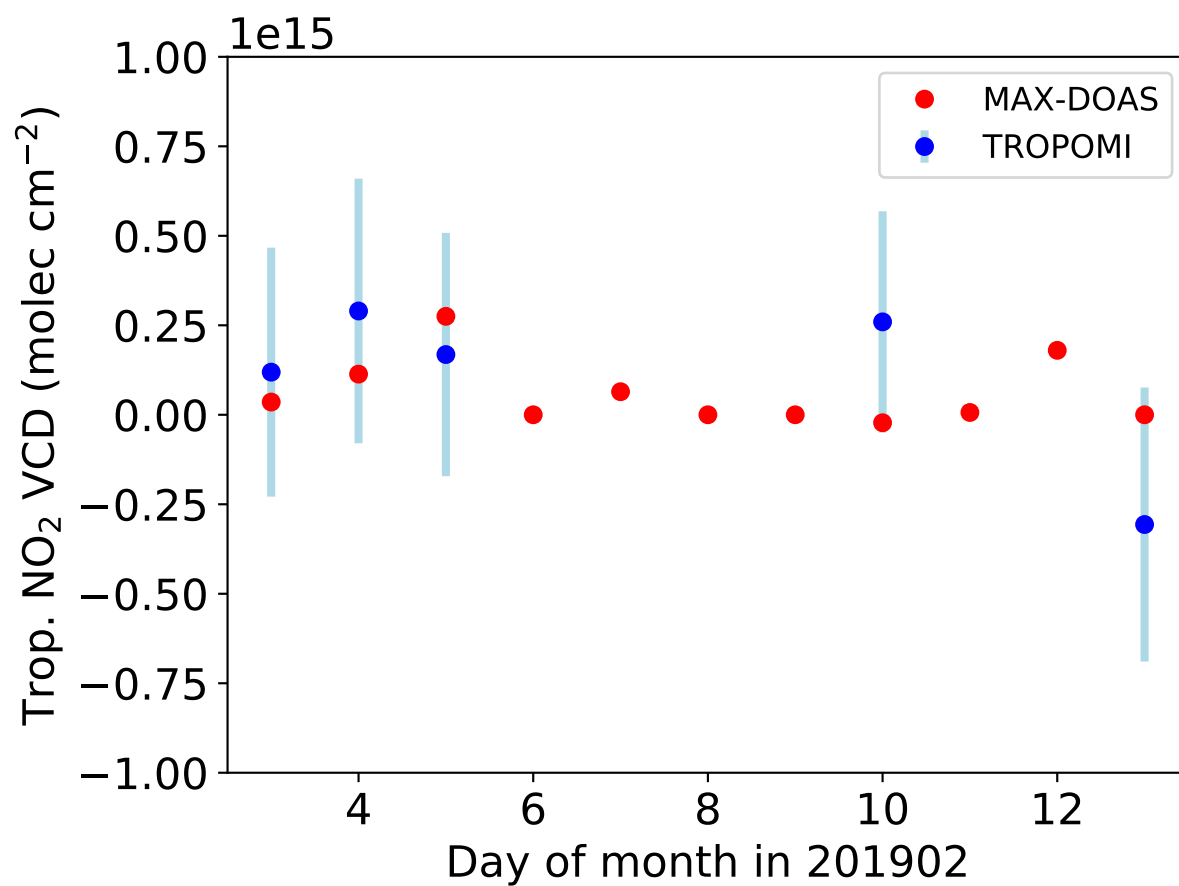


Figure 10. Time series of TROPOMI (blue) and collocated MAX-DOAS (red) tropospheric NO₂ vertical ~~columns~~ column densities for the cruise in February 2019. The missing TROPOMI data are due to clouds. The error bar shows the precision of the TROPOMI tropospheric NO₂ VCD.

Table 1. List of ~~R.V.~~RV Sonne (SO) and ~~R.V.~~RV Maria S. Merian (MSM) cruises with MAX-DOAS measurements

Number	Cruise	Date	Routes
1	SO259-3 <u>SO259/3</u> - SO201712	17 December 2017 - 9 January 2018	Emden (Germany) - Buenos Aries (Argentina)
2	MSM79-2 <u>MSM79/2</u> - MSM201812	6 December 2018 - 18 December 2018	Mindelo (Cape Verde) - Bahia de las Minas (Panama)
3	SO267-2 <u>SO267/2</u> - SO201902	28 January 2019 - 14 February 2019	Suva (Fiji) - Manzanillo (Mexico)
4	SO268-1 <u>SO268/1</u> - SO201903	17 February 2019 - 27 March 2019	Manzanillo (Mexico)- Manzanillo (Mexico)
5	SO268-3 <u>SO268/3</u> - SO201906	30 May 2019 - 5 July 2019	Vancouver (Canada) - Singapore

Table 2. Statistic results of the comparison of ~~TROPOMI-TM-5~~ and MAX-DOAS stratospheric NO₂ vertical ~~columns~~column densities. The MAX-DOAS collocated is the MAX-DOAS stratospheric VCD collocated with TROPOMI measurement. The TM5 interpolated is the MAX-DOAS stratospheric VCD interpolated using TM5 stratospheric diurnal cycle.

<u>SZA range</u> °	NO ₂ VCD _{strat}	Mean × 10 ¹⁵ molec cm ⁻²	Standard deviation × 10 ¹⁵ molec cm ⁻²
TROPOMI-(a) <u>0° ≤ SZA ≤ 30°</u>	2.45-0.60-MAX-DOAS collocated-(b) TM5 interpolated-(c)	2.21-2.18 2.03-2.40	0.52- 0.54-
a-	<u>TM5 - b-MAX-DOAS</u>	<u>0.22</u>	0.24
<u>30° ≤ SZA ≤ 60°</u>	0.22-MAX-DOAS	<u>2.15</u>	<u>-</u>
a-	<u>TM5</u>	<u>2.35</u>	- c-
MAX-DOAS-75 <u>60° ≤ SZA ≤ 89</u> <u>75°-(d)</u>	2.42-MAX-DOAS	0.88-2.13	<u>-</u>
	TM5	<u>2.40</u>	<u>-</u>
	<u>TM5 - MAX-DOAS</u>	<u>0.27</u>	<u>0.22</u>
<u>75° ≤ SZA ≤ 89°-(e)</u>	<u>MAX-DOAS</u>	<u>2.42</u>	<u>-</u>
	<u>TM5</u>	2.87	1.05-
e-	<u>TM5 - d-MAX-DOAS</u>	0.45	0.28

Table 3. Statistic results of the comparison of TROPOMI and MAX-DOAS stratospheric NO₂ vertical column densities. The MAX-DOAS collocated is the MAX-DOAS stratospheric NO₂ VCD collocated with TROPOMI measurement. The TM5 interpolated is the MAX-DOAS stratospheric NO₂ VCD interpolated using TM5 stratospheric NO₂ diurnal cycle.

<u>NO₂ VCD_{strat}</u>	<u>Mean</u> <u>$\times 10^{15}$ molec cm⁻²</u>	<u>Standard deviation</u> <u>$\times 10^{15}$ molec cm⁻²</u>
<u>TROPOMI (a)</u>	<u>2.45</u>	<u>0.60</u>
<u>MAX-DOAS collocated (b)</u>	<u>2.21</u>	<u>0.52</u>
<u>TM5 interpolated (c)</u>	<u>2.03</u>	<u>0.54</u>
<u>a - b</u>	<u>0.24</u>	<u>0.22</u>
<u>a - c</u>	<u>0.43</u>	<u>0.19</u>