

# Lower-tropospheric CO<sub>2</sub> from near infrared GOSAT observations

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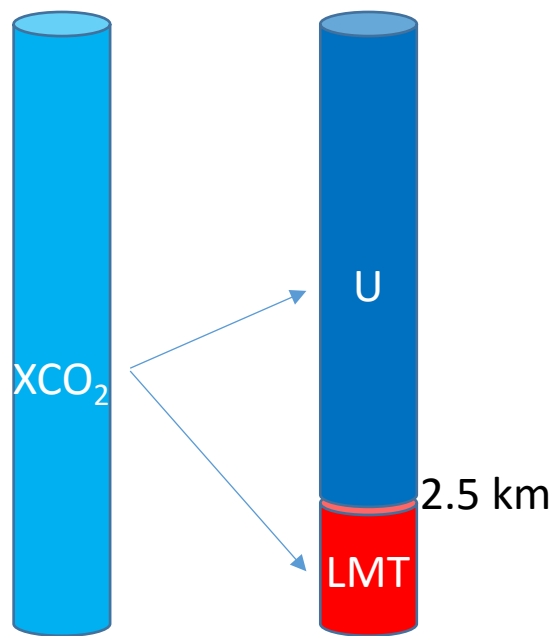
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(7) NASA Ames, Moffett Field, CA, USA

# Science goal:

Create lower tropospheric GOSAT and OCO-2 products  
to improve carbon cycle flux estimates



- Concurrent observations in the free troposphere and boundary layer constrain transport error, e.g. partitioning between NH and SH land uptake (Stephens, 2007)
- Near-surface observations allow separation of local vs. transported CO<sub>2</sub> sources
- Sensitivity to the entire boundary layer partially mitigates one source of flask assimilation error, the boundary layer height (Denning et al., 1996; Gurney et al., 2002; Rayner and O'Brien, 2001)

# Introduction

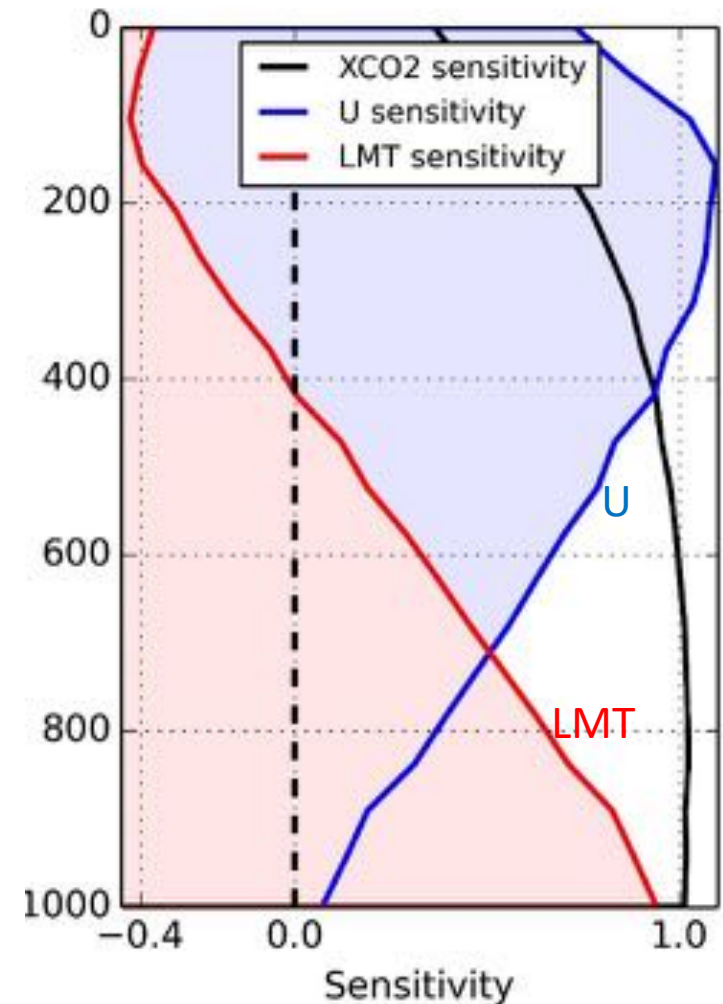
- ACOS-GOSAT retrieves CO<sub>2</sub> profiles and collapses each profile into a column value at the final step
- We partition the intermediate CO<sub>2</sub> profile into two partial columns: lower most troposphere (“LMT”), the bottom 5 levels, and the upper column (“U”), the top 15 levels.
- The LMT partial column is bias corrected using the method of O’Dell (2011). LMT is subtracted from the corrected XCO<sub>2</sub> to generate U, so that U and LMT are consistent XCO<sub>2</sub>.

## This talk

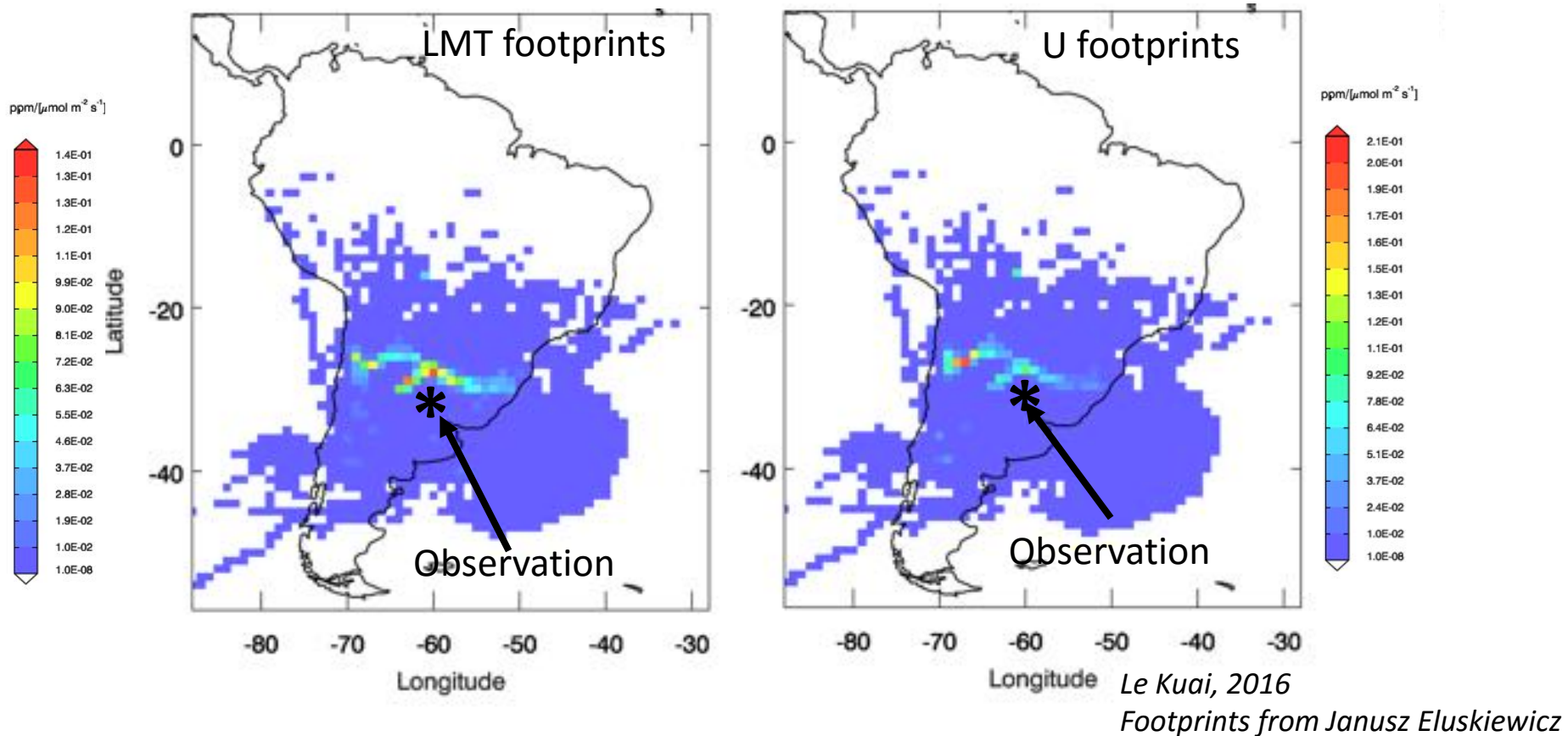
- Expected and actual comparisons to aircraft profiles
- LMT and U compared to aircraft profiles and remote ocean sites
- SH biomass burning– source versus outflow (compares to MOPITT multispectral CO)
- Explore previously observed longitudinal gradient of the seasonal cycle in 45-50N with LMT and U

# Sensitivity

- GOSAT degrees of freedom ( $\sim 1.6$ ) are partitioned about equally at 0.8 for LMT and 0.8 for U.
- LMT sensitivity (red) peaks at the surface and drops off to 0 by 400 hPa
- U sensitivity (blue) is  $\sim 0$  at the surface and increases to max at  $\sim 400$  hPa
- The behavior in the stratosphere is partly a consequence of the current constraint.



# LMT is more locally influenced than XCO<sub>2</sub>



Back-trajectories from the 20 OCO-2 pressure levels summed over  
Left: LMT averaging kernel, Right: U averaging kernel

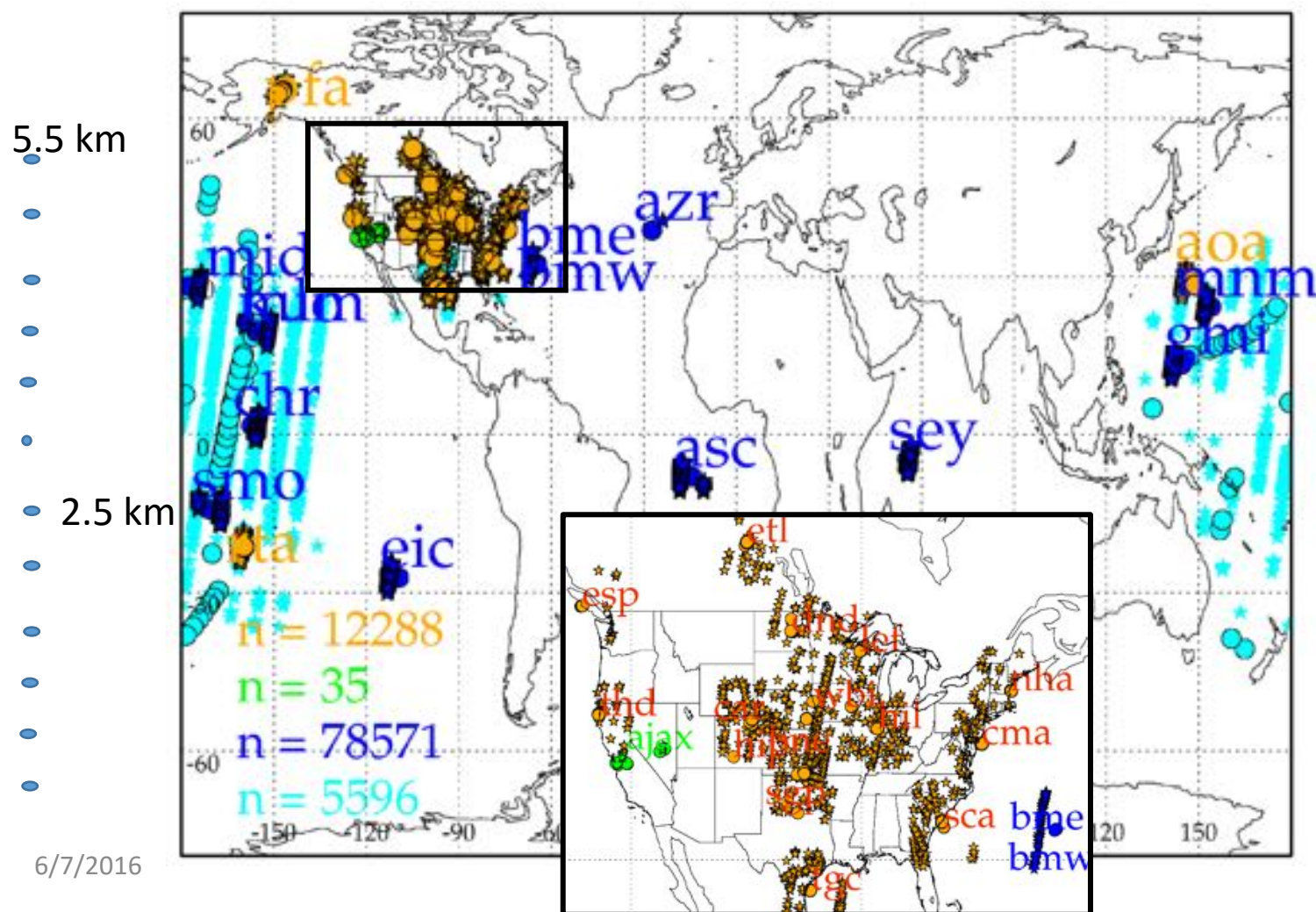
# Validation comparisons

ESRL aircraft observations

HIPPO campaign

remote ocean surface sites

coincidence: 3 degrees x 3 degrees x 7 days coincidence (to check seasonal cycle)

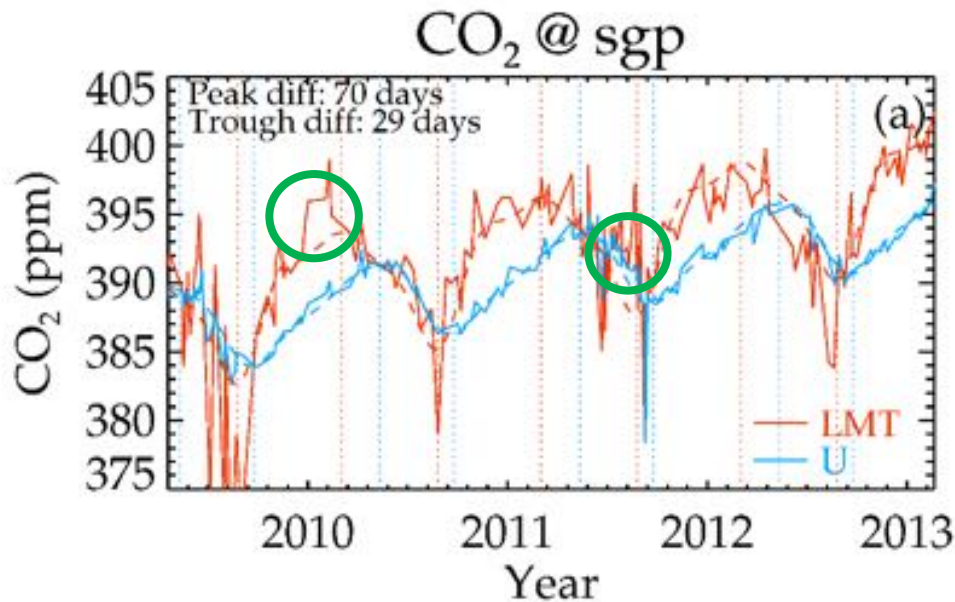




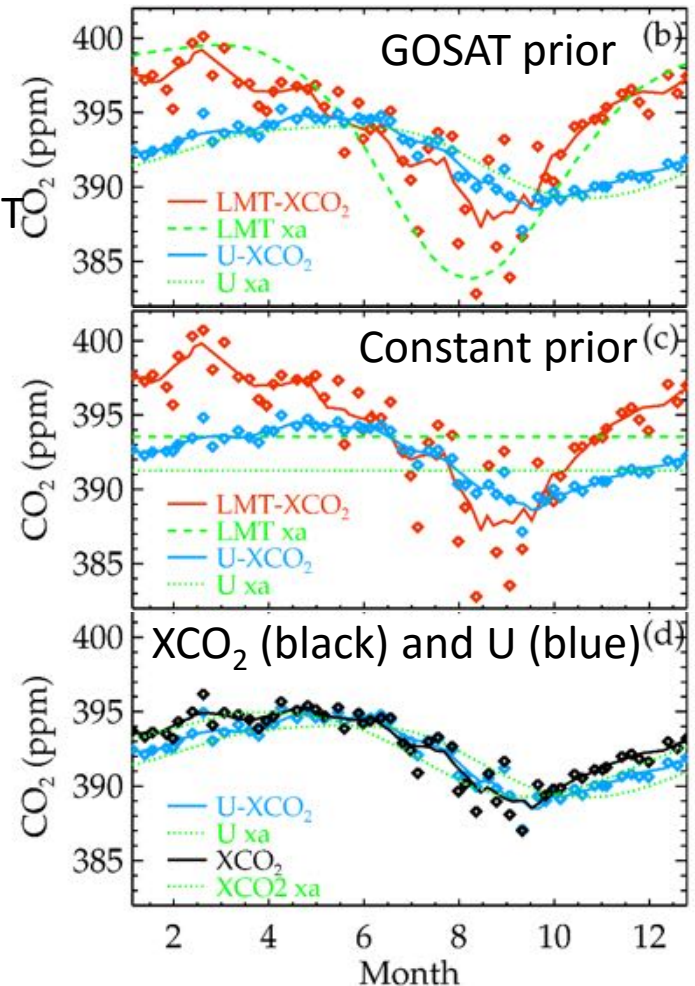
# Should this work?

Simulated GOSAT retrievals using SGP aircraft profiles

- Using  $\mathbf{x}_{\text{ret}} = \mathbf{x}_a + \mathbf{A}(\mathbf{x}_{\text{aircraft}} - \mathbf{x}_a)$
- Simulated GOSAT LMT (red) and U (blue) retrievals
- Prior choice has limited impact (b,c)
- By looking at the air mass factors and variabilities of U and LMT:
  - 70% of  $\text{XCO}_2$  variability is from U, 30% from LMT

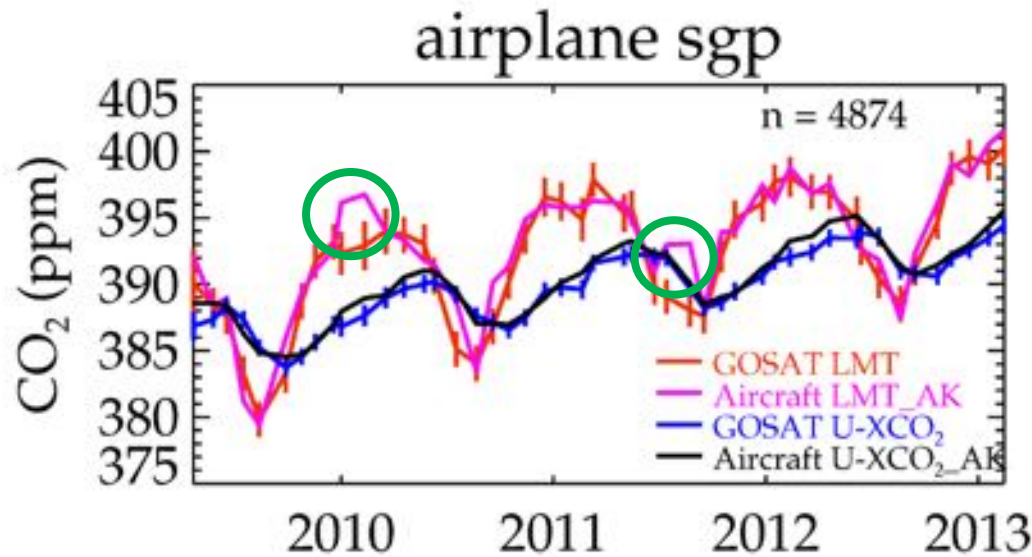


Average over 3 years

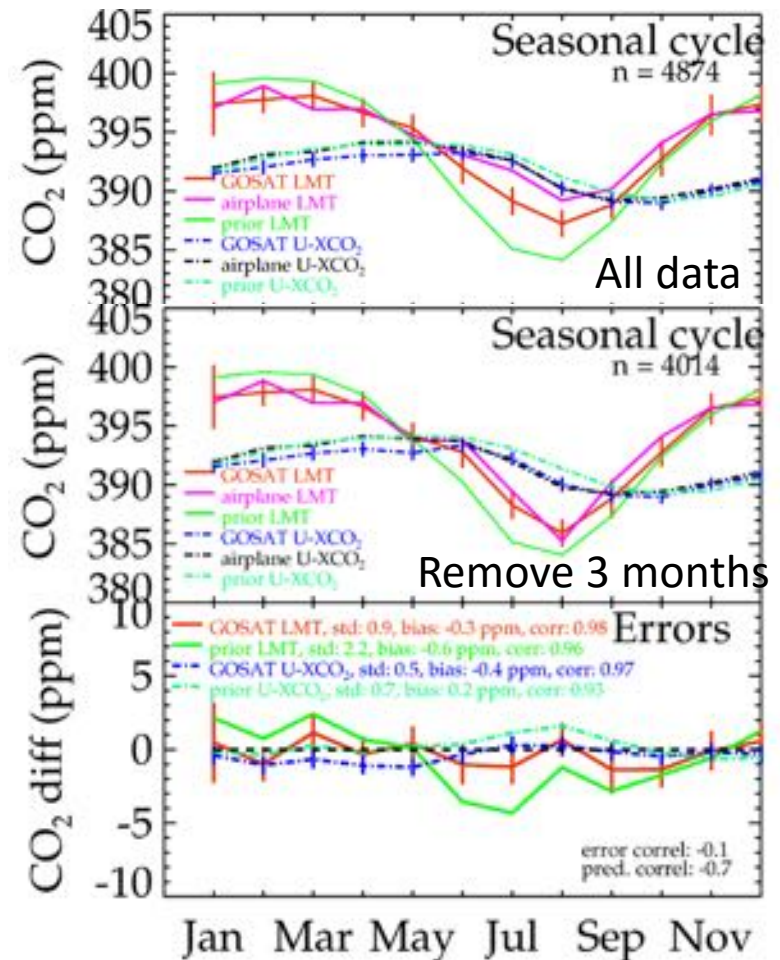


# Does it work?

Actual GOSAT retrievals vs. SGP aircraft

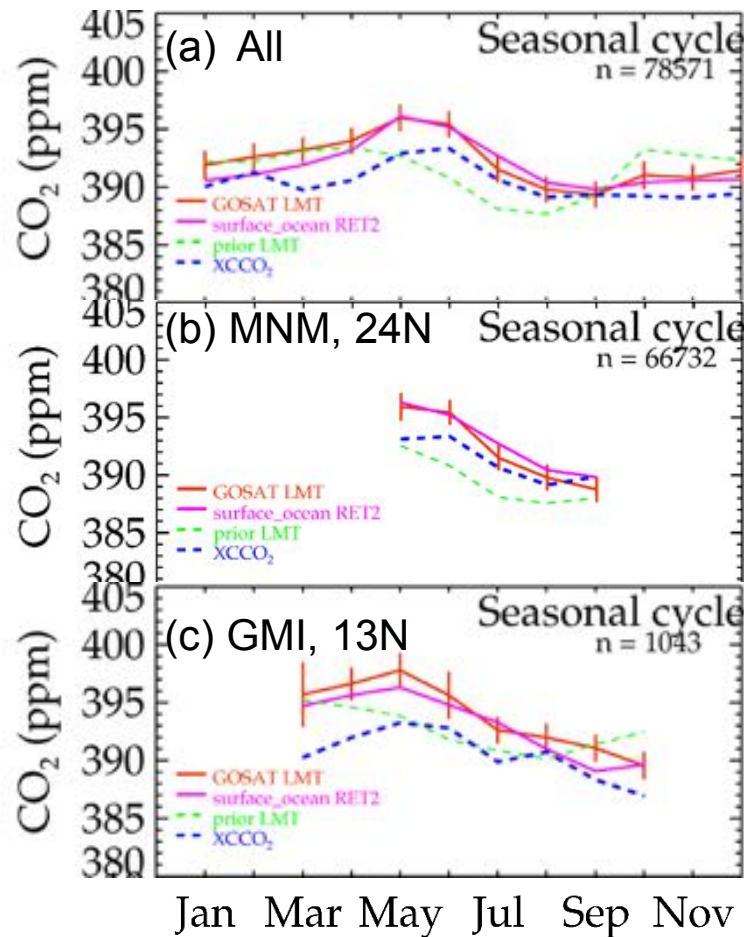


GOSAT improves over the prior  
Taking out 3 months where aircraft are  
anomalous results in very good agreement

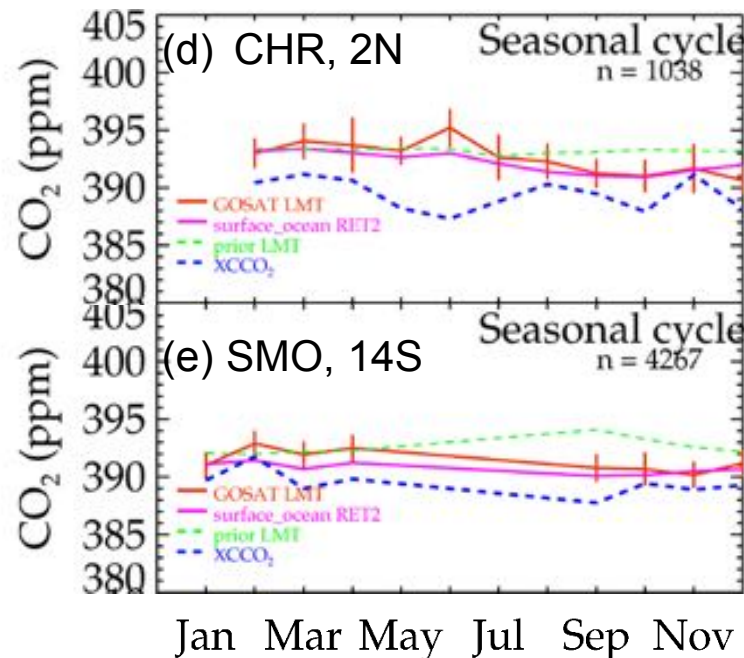




# Comparisons to surface ocean sites



GOSAT (red) compares to surface data (pink)  
 Prior (green dashed) does not agree well  
 XCO<sub>2</sub> (blue dashed) does not agree well



# LMT, U and XCO<sub>2</sub> overall performance

LMT:	Ocean	Land
Predicted error:	4.3 ppm	4.6 ppm
Single observation error:	1.6 ppm	3.4 ppm
Error for 15 averages:	0.7 ppm	1.3 ppm
Location-dependent biases:	1.1 ppm	1.0 ppm

Green = improves over prior  
Red = worse than prior

Results used to calc. error bars  
used in this presentation

U:		
Predicted error:	1.7 ppm	1.8 ppm
Single observation error:	0.8 ppm	1.3 ppm
Error for 15 averages:	0.5 ppm	0.5 ppm
Location-dependent biases:	0.1 ppm	0.9 ppm

XCO <sub>2</sub> :		
Predicted error:	0.7 ppm	0.9 ppm
Single observation error:	0.9 ppm	1.7 ppm
Error for 15 averages:	0.5 ppm	0.6 ppm
Location-dependent biases:	0.4 ppm	0.9 ppm

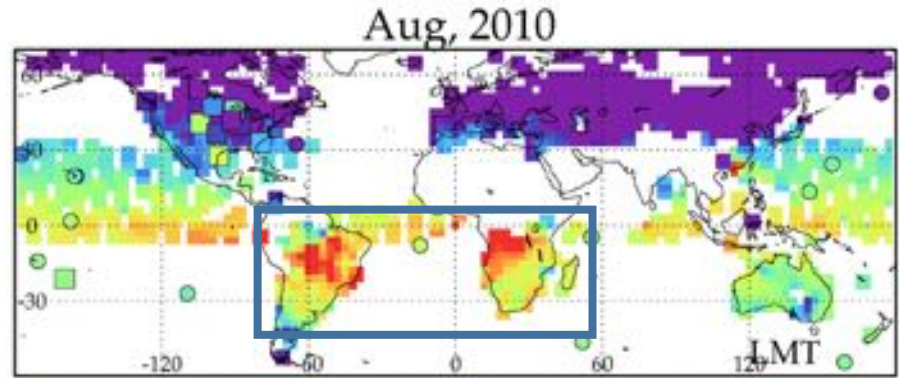
- **LMT, U actual errors less than predicted, whereas XCO<sub>2</sub> are larger**
- **Actual LMT-U error correlations are +0.6 rather than the predicted -0.8**
- **This update to the error covariance makes errors consistent but does not work well in assimilation (work by F. Deng)**

# August, 2010. SH biomass burning

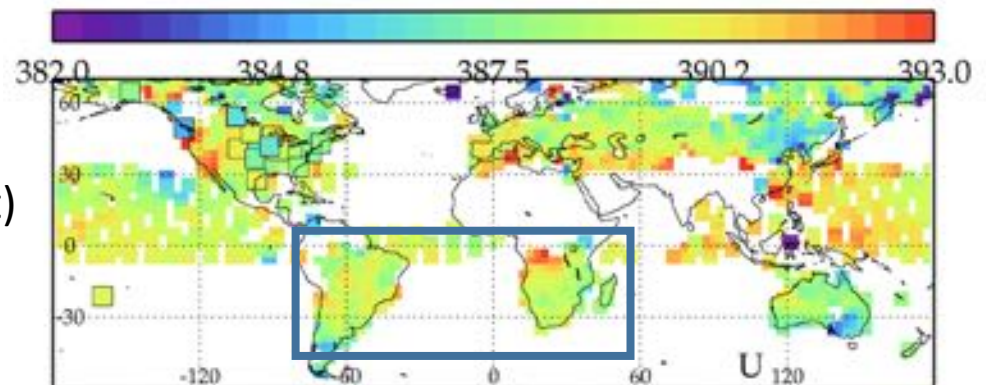
S. Kulawik

In August, GOSAT LMT shows biomass burning in Amazon but NOTHING in U. In Africa a bit in U.

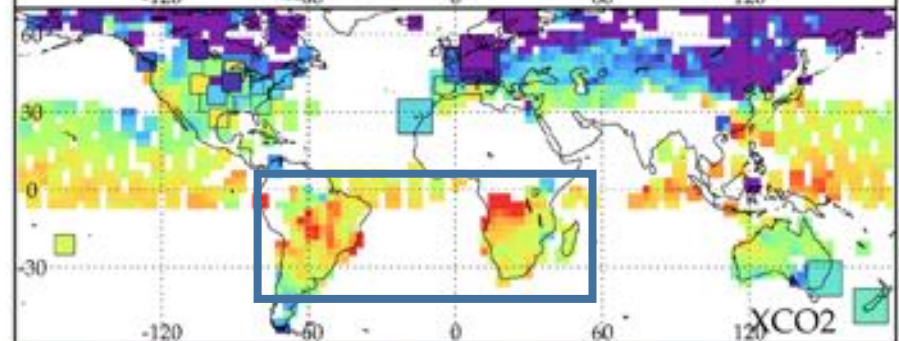
GOSAT LMT  
(lower trop)



GOSAT U  
(trop + strat)

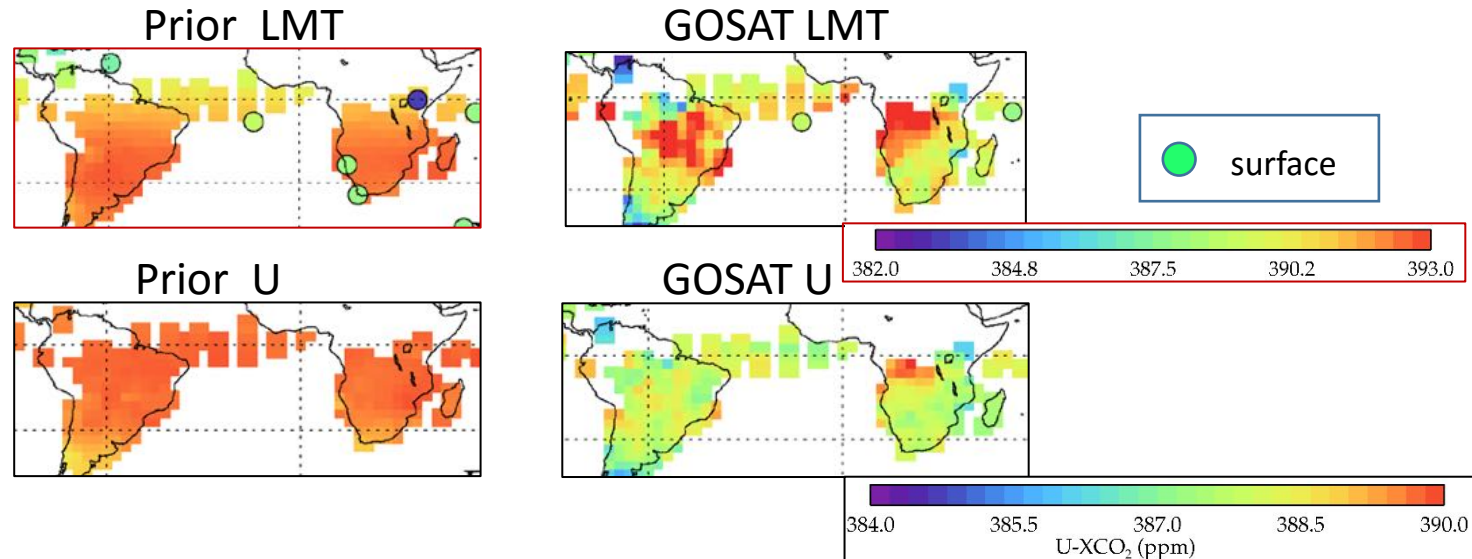


GOSAT XCO<sub>2</sub>

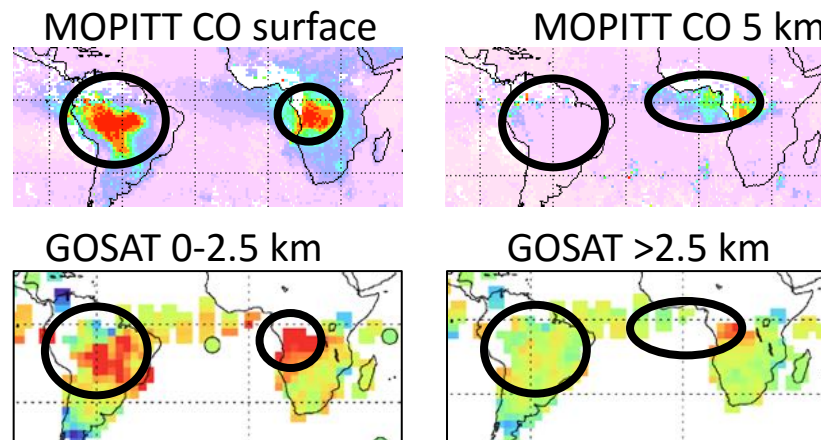


- airplane
- TCCON
- surface

The signal is coming from the data, as the GOSAT prior is flat



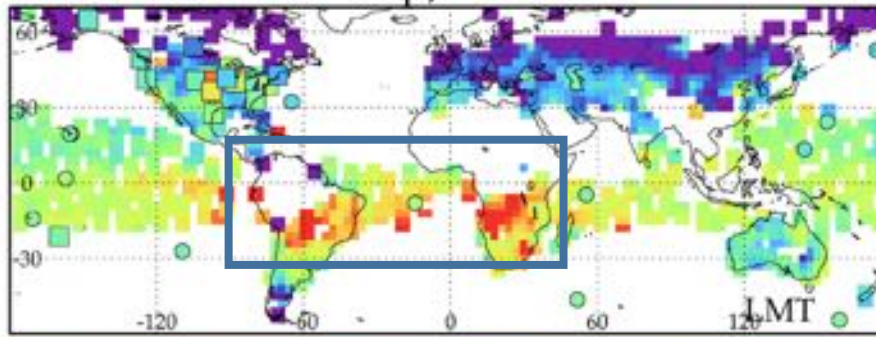
A similar spatial and vertical pattern is seen in MOPITT multi-spectral CO retrievals:



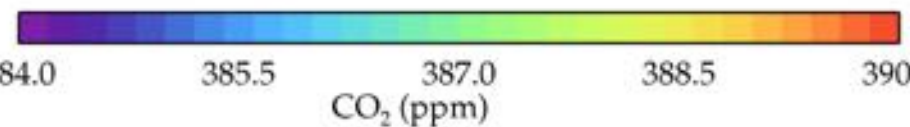
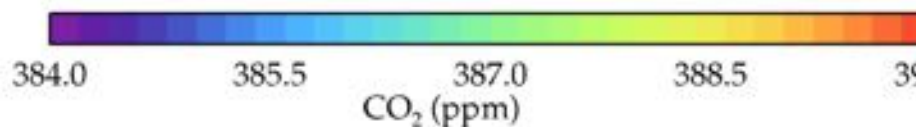
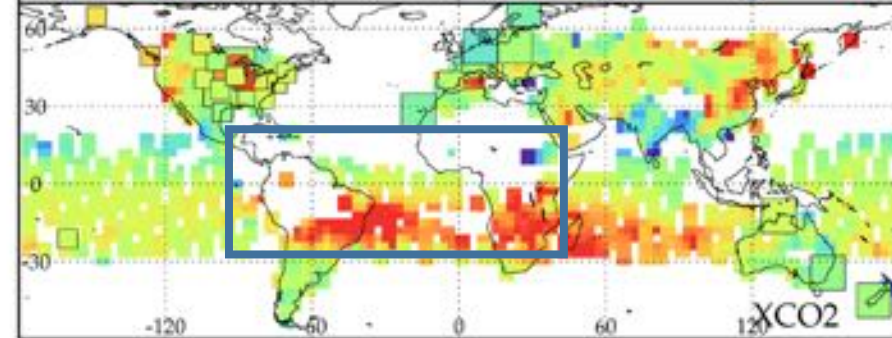
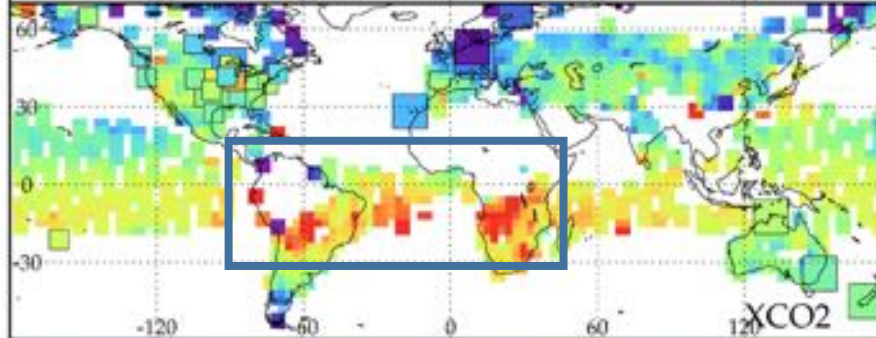
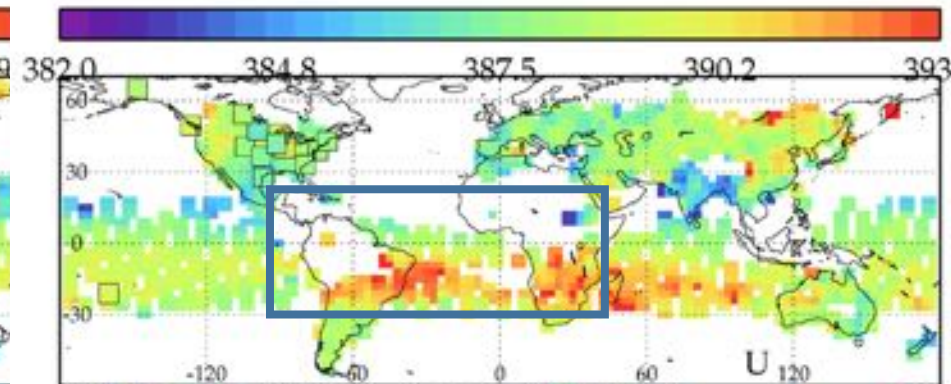
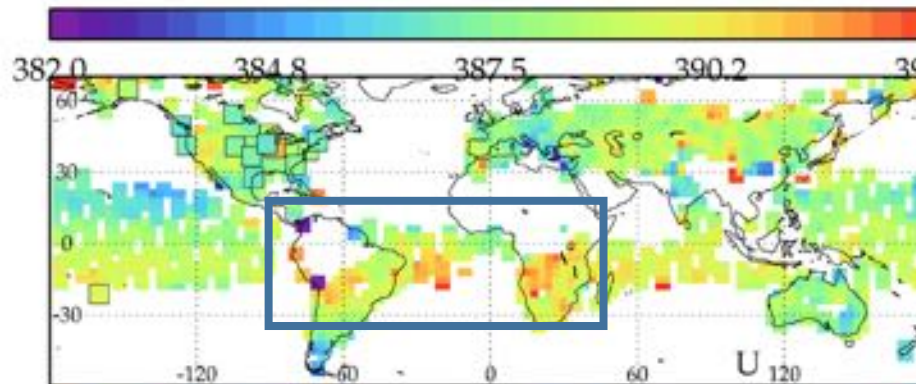
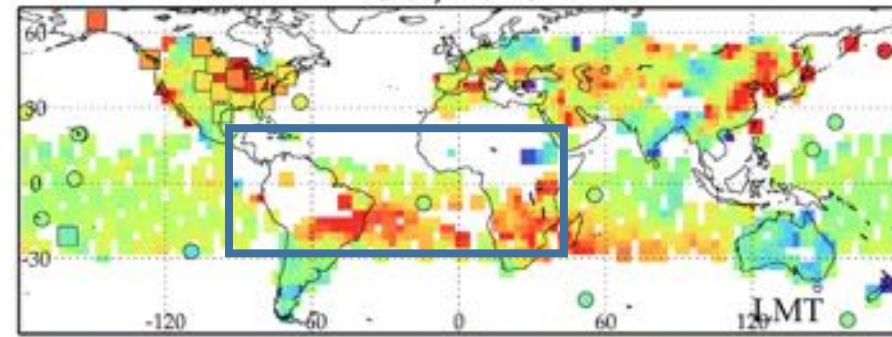


The signal shows up in U in September and even more in October (in agreement with MOPITT)

Sep, 2010



Oct, 2010





# Longitudinal gradient in Europe/Asia

- Larger seasonal cycle in east Asia Observed in Lindqvist, 2015 (ACP); Kulawik, 2016 (AMT)

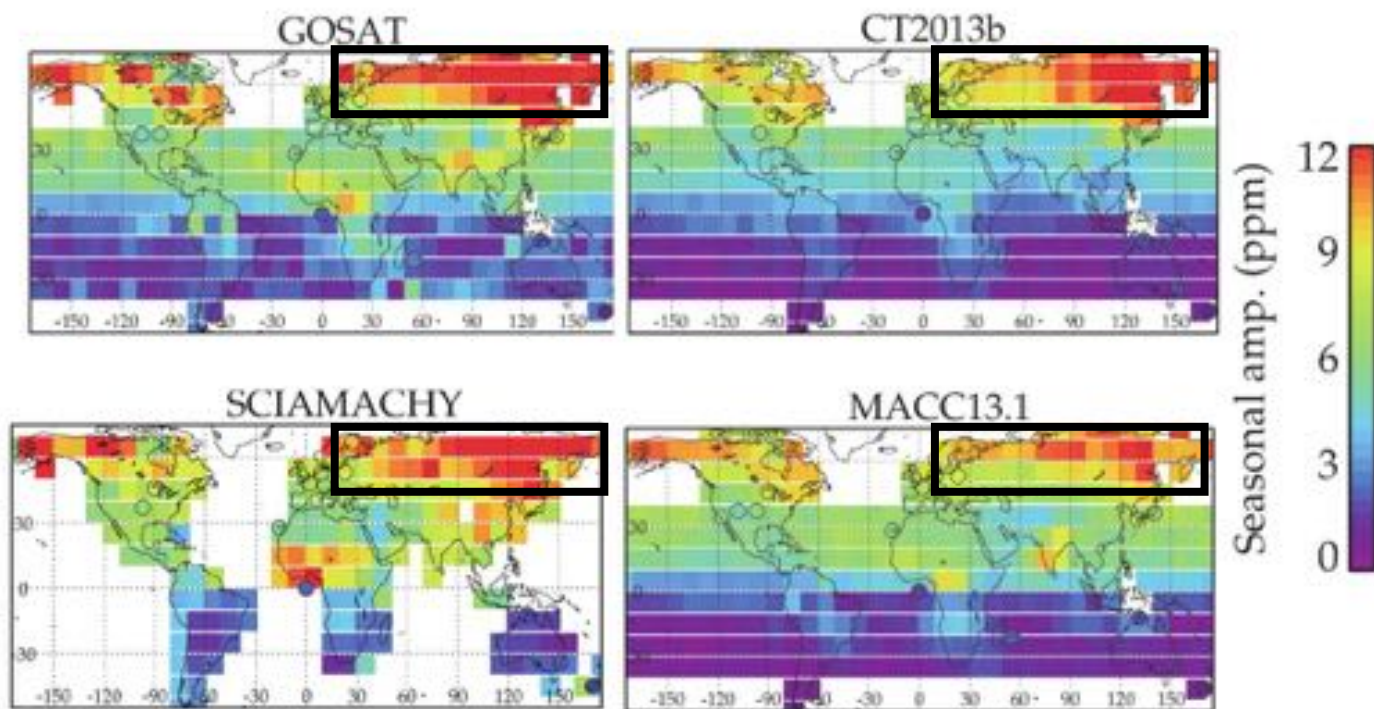
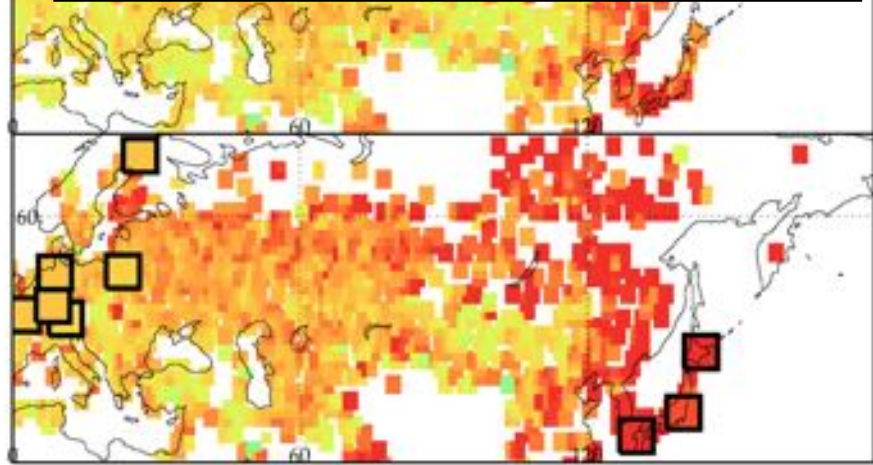
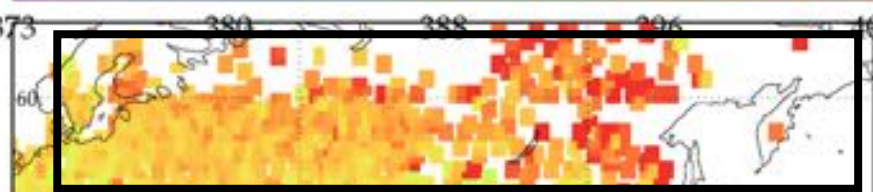
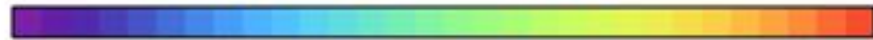
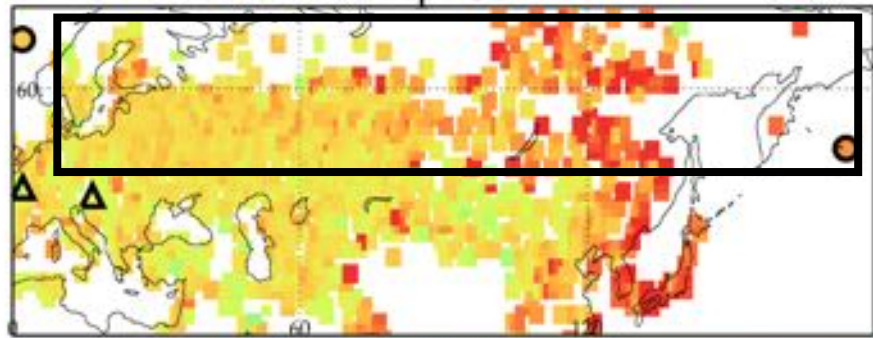


Figure 9, Kulawik, 2016

Gradients seen in LMT in BOTH peak and trough  
Gradients seen in U peak

Apr 30

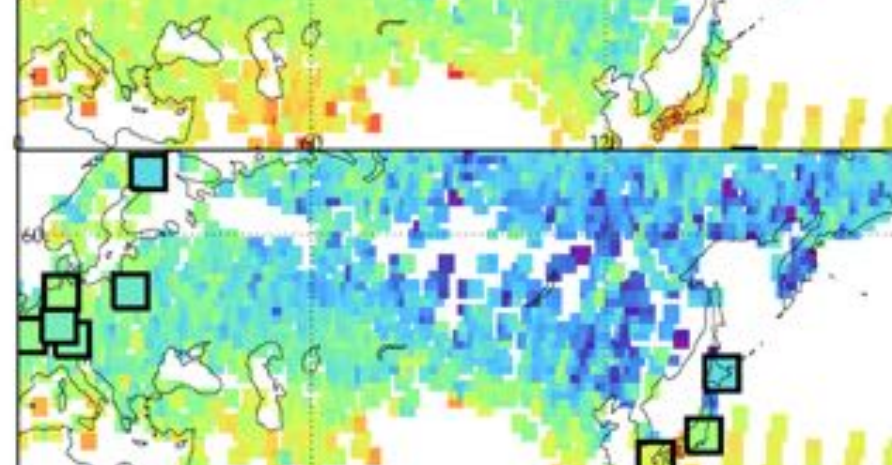
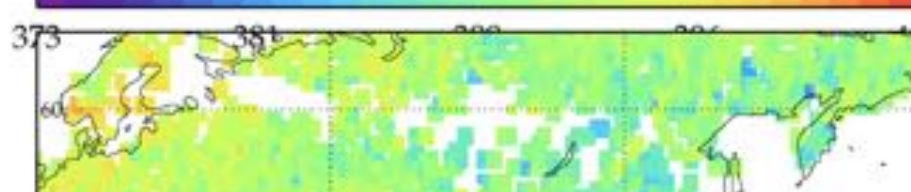
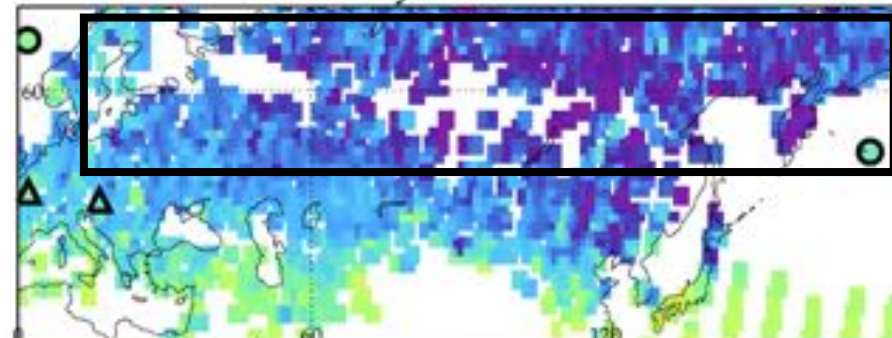


382.7 386.2 389.7 393.2 396

CO<sub>2</sub> (ppm)

1 month average centered around date, averaged all years

Jul 6



383.0 386.5 390.0 393.5 15397.

CO<sub>2</sub> (ppm)

# Conclusions

- LMT error is  $\sqrt{0.4^2 + 1.5^2/n}$  ppm for ocean,  $\sqrt{1.5^2 + 3.0^2/n}$  ppm for land
- Modest improvement seen versus U.S. aircraft and larger improvements in non-US aircraft and remote surface sites
- LMT and U products see patterns consistent with MOPITT CO in SH biomass burning despite flat GOSAT prior
- Talk to me if you are interested in collaborating on use of these products!

Funded by NASA

Aircraft data citation

Bakwin, P.S., Conway, T.J., Dlugokencky, E.J., Guenther, D.W., Kitzi, D., Lang, P.M., Masarie, K.A., Novelli, P.C., Thoning, K.W., Tans, P.P., and Waterman, L.S., in Climate Monitoring and Diagnostics Laboratory GMD NO. 22 Summary Report 1994, edited by J.T. Peterson and R.M. Rosson, pp 18-30, US Department of Commerce, NOAA, Boulder, Colorado, 1994.

obspack\_name : obspack\_co2\_1\_PROTOTYPE\_v1.0.4b\_2014-02-13

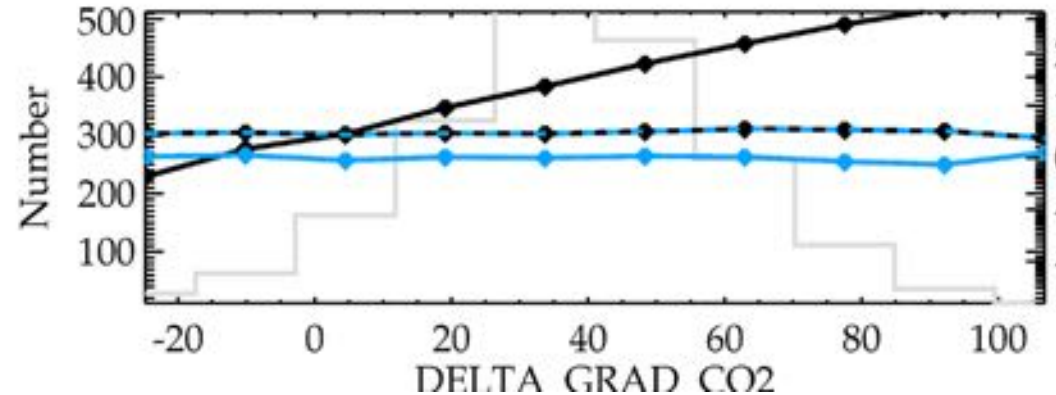
6/7/2015



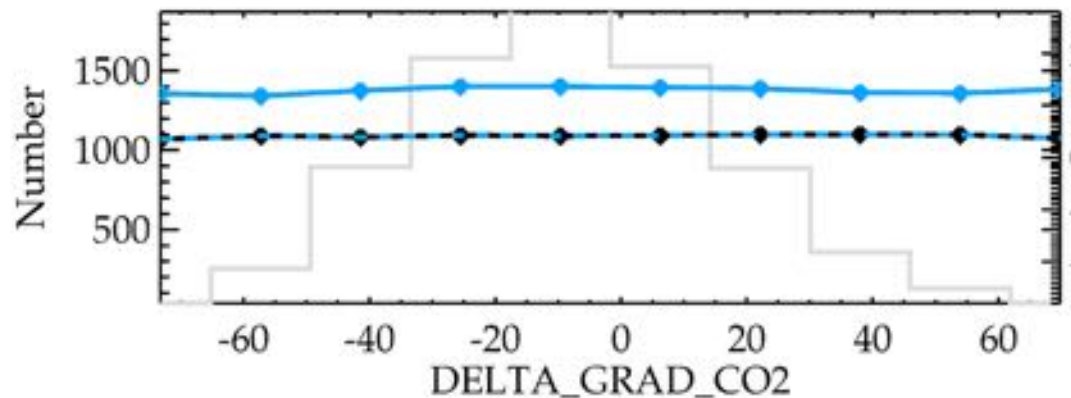
# Bias correction

The original product has large and variable biases

~10% of gradient  
is flattened out by  
this correction



After correction



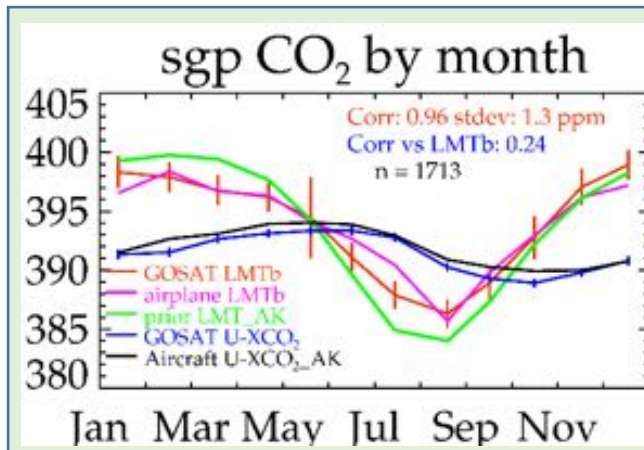
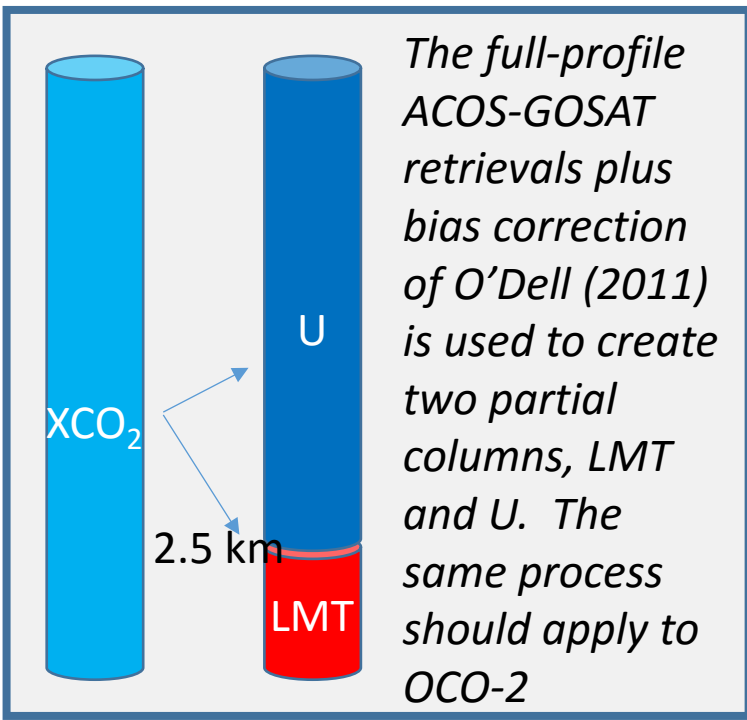
Room for further improvement but further corrections led to mixed results.

# Impact on assimilation

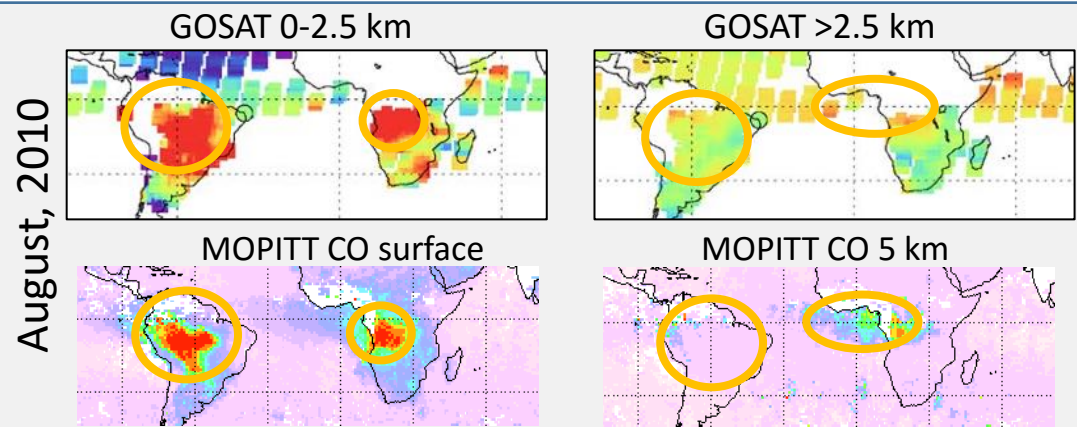
- Sensitivity to the entire boundary layer removes a major source of assimilation error, the boundary layer height (Denning et al., 1996; Gurney et al., 2002)
- Closer to the surface means less dependence on model transport
- Joint assimilation of products sensitive to the boundary layer and free troposphere constrains a major error source of partitioning between the NH and SH (Stephens, 2007)
- Assimilation study started by Feng Deng (Dylan Jones)



# Lower tropospheric GOSAT (LMT-XCO<sub>2</sub>)



Retrieved LMT (red) improves over the prior (green) versus aircraft (pink) at SGP



MOPITT multi-spectral CO is used to validate the partitioning between LMT-XCO<sub>2</sub> and U-XCO<sub>2</sub> in the tropics where the GOSAT prior is ~constant. High values are seen at the surface in South America in both GOSAT and MOPITT with outflow showing up in the free trop in later months (not shown).

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Work was performed under a cooperative agreement with NASA.

ACOS-GOSAT v3.5. MOPITT v6 TIR/NIR. Aircraft data citation: Bakwin, P.S. et al., 1994, obspack\_co2\_1\_PROTOTYPE\_v1.0.4b\_2014-02-13

11/6/2015