Trace gas transport and scavenging in PEM-Tropics B
South Pacific Convergence Zone convection

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Abstract. Analysis of chemical transport on Flight 10 of the 1999 Pacific Exploratory
Mission (PEM) Tropics B mission clarifies the role of the South Pacific Convergence
Zone (SPCZ) in establishing ozone and other trace gas distributions in the southwestern
tropical Pacific. The SPCZ is found to be a barrier to mixing in the lower troposphere but
a mechanism for convective mixing of tropical boundary layer air from northeast of the
SPCZ with upper tropospheric air arriving from the west. A two-dimensional cloud-
resolving model is used to quantify three critical processes in global and regional
transport: convective mixing, lightning NOx production, and wet scavenging of soluble
species. Very low NO and O3 tropical boundary layer air from the northeastern side of the
SPCZ entered the convective updrafts and was transported to the upper troposphere
where it mixed with subtropical upper tropospheric air containing much larger NO and O3
mixing ratios that had arrived from Australia. Aircraft observations show that very little
NO appears to have been produced by electrical discharges within the SPCZ convection.
We estimate that at least 90% of the HNO3 and H2O2 that would have been in upper
tropospheric cloud outflow had been removed during transport through the cloud. Lesser
percentages are estimated for less soluble species (e.g., <50% for CH3OOH). Net ozone
production rates were decreased in the upper troposphere by ~60% due to the upward
transport and outflow of low-NO boundary layer air. However, this outflow mixed with
much higher NO air parcels on the southwest edge of the cloud, and the mixture
ultimately possessed a net ozone production potential intermediate between those of the
air masses on either side of the SPCZ.

1. Introduction

The South Pacific Convergence Zone (SPCZ) is one of the
Earth's most expansive and persistent convective cloud bands
and plays an important role in global circulation patterns. Although this meteorological feature was first noted in the
1930s, it was not until Trenberth [1976] designated it as the
SPCZ that this term came into common usage. Results from
the Pacific Exploratory Mission (PEM) Tropics A field mission
[Gregory et al., 1999] suggested that the SPCZ acts as a barrier
between the tropical and subtropical air masses of the western
South Pacific, particularly at lower tropospheric levels. PEM-
Tropics B [Raper et al., this issue] took place at a time of year
(March) when the SPCZ is more well defined than during the
September period of PEM-Tropics A. The SPCZ was in close
proximity to Fiji during PEM-Tropics B. Therefore a flight of
the DC-8 from Fiji (Flight 10 on March 20–21, 1999) was
designed to sample the air in and around the SPCZ. During
this flight, profiles from the boundary layer to ~11 km were
performed on both sides of the SPCZ, and two upper tropo-
spheric passes through the SPCZ were flown. In addition, the
DC-8 flew through a weaker band of convection located to the
north of the SPCZ. The meteorological and chemical measure-
ments conducted on board the DC-8 allow us to perform an
analysis of transport and scavenging in the deep convection. In
addition, the measurements provide data to initialize and eval-
uate a cloud-resolving model simulation of a representative
cell in the SPCZ convection. We use the model and associated
chemical tracer transport calculations along with the observed
data to examine convective transport, lightning NOx produc-
tion, and wet scavenging in the SPCZ. Analysis of the chemical
data along with the tracer simulation has allowed us to char-
acterize the mechanism of convective mixing of the tropical
and subtropical air masses.

A large, persistent convective system such as the SPCZ is
likely to have substantial effects on tropospheric chemistry.
Deep convection has been shown in numerous studies [e.g., Dickerson et al., 1987; Pickering et al., 1990, 1996] to be effective at rapidly transporting boundary layer air to the upper troposphere. As a result, free tropospheric ozone production is perturbed due to the convectively induced changes in NOx and HOx. Over the remote oceans, marine boundary layer air with low NOx and low O3 mixing ratios is transported upward by deep convection [e.g., Pickering et al., 1993] tending to decrease the magnitude of ozone production in the upper troposphere. Lelieveld and Crutzen [1994] suggested that convection over the "warm pool" of seawater in this region. The sea surface temperature gradients may force the low-level winds [e.g., Lindzen and Nigam, 1987] resulting in convergence. The diagonal portion which extends southeastward from New Guinea to approximately 30øS and 150øW (see schematic in Figure 1). It is most well-defined in January and February; therefore the PEM-Tropics B field mission of March and early April occurred after the typical time of maximum intensity. A thorough review of the characteristics of the SPCZ, its origin and maintenance, and its significance in the global circulation has been published by Vincent [1994], Streten [1973] found through analysis of satellite imagery that the SPCZ contained a higher percentage cloud cover than any other region of the Southern Hemisphere. These values maximize in the Southern Hemisphere summer, along with the synoptic-scale vertical velocity. At this time of year there is also a minimum in outgoing longwave radiation in the SPCZ. Kiladis et al. [1989] have shown that maximum surface wind convergence in the SPCZ occurs south of the axis of maximum precipitation and the maximum precipitation lies south of the region of maximum sea surface temperature. Huang and Vincent [1983] showed that the sea level pressure trough associated with the SPCZ lies along the southwest edge of the SPCZ cloud band. This arrangement suggests that the deep convection forms primarily in the tropical air to the north of the convergence zone. We employ this concept in section 4 when we select a profile for initializing the cloud model simulation.

The zonal portion of the SPCZ may be maintained due to the "warm pool" of seawater in this region. The sea surface temperature gradients may force the low-level winds [e.g., Lindzen and Nigam, 1987] resulting in convergence. The diagonal portion of the SPCZ, which is the portion near Fiji, results from a tropical-midlatitude interaction. The convergence zone results from the northeasterly flow on the northwest side of the subtropical eastern Pacific high and the slightly cooler and drier southeasterly flow from the subtropical latitudes of the Southern Hemisphere located farther to the south and west. This convergence zone interacts with transient troughs in the midlatitude westerlies. The frontal activity associated with these troughs strengthens the convergence between them and the subtropical high. The fronts in the westerlies propagate equatorward from near New Zealand and often become quasi-stationary in the SPCZ.

Figure 1. Schematic of relationship of SPCZ and ITCZ showing mean annual sea level pressure and surface wind streamlines [from Trenberth, 1991]. Reprinted with the permission of Cambridge University Press.

Figure 2. Mean anomaly in outgoing longwave radiation for March 1999. Contour interval is 15 W m⁻² with positive values indicated by dashed contours and light shading. Measurements taken by NOAA 12 AVHRR instrument. Anomalies are departures from mean of March 1979–1995 [from Climate Prediction Center, 1999].

2. SPCZ Meteorology

2.1. Climatology

The SPCZ is a zone of primarily low-level convergence consisting of a zonal portion to the northwest of New Guinea where it joins with the Intertropical Convergence Zone (ITCZ) and a diagonal portion which extends southeastward from New Guinea to approximately 30°S and 150°W (see schematic in Figure 1). It is most well-defined in January and February; therefore the PEM-Tropics B field mission of March and early April occurred after the typical time of maximum intensity. A thorough review of the characteristics of the SPCZ flight, and section 4 details our cloud model analysis. In section 5 we discuss our results in relation to previous work, and section 6 summarizes the findings of our analyses.
negative anomalies (implying more frequent or deeper convection than normal) existed at the western end of the SPCZ and strong positive anomalies (implying less convection than normal) are seen to the east, the anomaly was near zero in the vicinity of Fiji. Therefore it appears that the strength of the SPCZ convection near Fiji in March 1999 was near normal. The anomalies noted are related to the La Niña conditions that existed in 1999. While the SPCZ convection near Fiji appeared near normal, the transport characteristics of the region may not have been normal due to the strong anomalies in convection to the east and west.

2.2. Meteorology of SPCZ Convection of March 20–21, 1999

On March 21, 1999, the SPCZ was located just north of Fiji as seen in Plate 1, which is an infrared cloud image from the GMS satellite at 0232 UT. The flight track of the DC-8 aircraft is superimposed on the image. After takeoff from Fiji, the aircraft sampled air on the southwest side of the SPCZ. It then passed through the SPCZ convective cloud band at 10.7 km and continued to the northeast where weaker convection was sampled at 8.8 to 11.3 km. The plane turned around at ~10°S and descended through the weaker cloud band, reaching the boundary layer on the southwest side. The marine boundary layer on the northeast side of the SPCZ was sampled for about 20 min prior to an ascending spiral to 11.3 km. The aircraft then passed through the SPCZ at this altitude, followed by a descending spiral to the boundary layer on the southwest side of the SPCZ convection prior to the return to Fiji.

Plate 2 shows the evolution of the minimum cloud top pressures of the SPCZ convection from 2100 UT on March 20 to 0425 UT on March 21. The SPCZ convective activity near Fiji intensified around 0900 on March 20. By 2100 UT (Plate 2a) a strong cell with cloud top of ~115 hPa was located just northeast of Fiji. This cell had intensified further by 2225 UT (Plate 2b), when the DC-8 took off from Fiji. The cell weakened by 0000 UT March 21, allowing the DC-8 to pass near it during the northbound traverse of the SPCZ. By 0132 UT (Plate 2d), very deep convection extended well to the southeast of Fiji until ~1500 UT. The coldest cloud tops during this period in the flight region were at approximately 105 hPa, or ~16 km.

Figure 3 shows plots of the ECMWF wind vector field for several levels in the atmosphere at 0000 UT March 21. At 1000 and 950 hPa, NE winds were present northeast of the SPCZ, and SE winds existed on the southwest side. This low-level
Plate 2. Minimum cloud top pressures (hPa) for clouds with tops at <180 hPa, derived from GMS IR images at (a) 2100 UT March 20; (b) 2225 UT March 20; (c) 0000 UT March 21; (d) 0132 UT March 21; (e) 0300 UT March 21; and (f) 0425 UT March 21, 1999. Minimum cloud top pressures are determined by finding the pixel with the coldest IR brightness temperature within each 1° × 1° grid cell. The pressure level having this temperature is then determined from the NASA Data Assimilation Office's gridded global analysis.

Convergence was strongest along a line from ~13°S, 170°E to ~20°S, 170°W. At low levels, air approached the northeast side of the SPCZ near Fiji after a long transit across the Pacific at tropical latitudes of the Southern Hemisphere. On the southwest side, air approached from the southeast. Therefore it appears that in the vicinity of Fiji the SPCZ represented a convergence zone for two Southern Hemispheric air masses. However, well to the northwest of Fiji the tropical air approaching the SPCZ had a Northern Hemispheric origin. There the SPCZ is a line of convergence of air masses from the two hemispheres.

At 500 hPa there were easterly winds on the northeast side of the SPCZ and northwesterly winds on the southwest side. At higher levels the westerlies were relatively strong southwest of the SPCZ, while easterlies still prevailed to the northeast of the SPCZ.

3. Measurements

In this section we describe the set of measurements taken by the DC-8 near and within the SPCZ on March 20–21, 1999. A complete listing of all the chemical species that were measured, along with the techniques, averaging times, accuracy, precision, and limits of detection is provided by Raper et al. [this issue].

3.1. Profiles

Plate 1 shows that spiral profiles (yellow dots) were flown by the DC-8 on the north and south sides of the SPCZ. Fuelberg et al. [this issue] present the temperature, moisture, and wind profiles observed during the ascent (northeast side) and descent (southwest side). Northeast of the SPCZ there were no temperature inversions on the profile, while on the south side a strong inversion was present based at ~730 hPa. Above this inversion, likely caused by subsidence, was much drier air. The middle and upper troposphere were much more moist on the northeast side of the SPCZ. Near the surface the air northeast of the SPCZ was warmer and more moist than southwest of the SPCZ.

Figures 4a and 4b show the \( \text{O}_3 \) and \( \text{CO} \) profiles observed on the northeast and southwest side of the SPCZ, respectively. Much lower \( \text{O}_3 \) was found on the northeast side, with near-surface values as low as 5–7 ppbv; and in the free troposphere, \( \text{O}_3 \) was typically 12–17 ppbv. These boundary layer values were
**Figure 3.** Wind fields from ECMWF analyses at 0000 UT March 21, 1999. Fields have horizontal resolution of 1.5° × 1.5°. Length of vector beneath each plot signifies given wind speed. Winds are given at (a) 1000 hPa; (b) 950 hPa; (c) 850 hPa; (d) 700 hPa; (e) 500 hPa; and (f) 200 hPa.
some of the smallest measured during PEM-Tropics B and result from the long fetch of the northeasterly winds with ozone being destroyed at the ocean surface during transport. In contrast, boundary layer O₃ on the southwest side was 17-19 ppbv with lower free troposphere values of 20-35 ppbv. In addition, two pronounced O₃ plumes were found on the south-west side. The upper plume with maximum ozone of ~60 ppbv was located in the 10–11.3 km layer. The lower plume was in the 6.5–8 km layer and also reached a maximum of ~60 ppbv. Convective influence trajectory analysis was conducted by running isentropic back trajectories from all points on a 1° latitude by 1° longitude array over the PEM-Tropics B region and determining which of these trajectories intersected deep convective clouds on a series of infrared satellite images [Thompson et al., 2000]. Figure 5 shows back trajectories indicating that air arriving on the southwest side of the SPCZ at ~11 km likely consisted of outflow from deep convection over northern Australia 3 days earlier (March 18). This convection was evidently associated with lightning flashes detected by the Lightning Imaging Sensor (LIS [Christian et al., 1999]) on board the Tropical Rainfall Measuring Mission (TRMM) during its March 18 pass over northeast Australia.

Figure 6 shows the NOₓ and HNO₃ profiles on both sides of the SPCZ. The northeast side of the SPCZ was characterized by very small mixing ratios of NOₓ (Figure 6a). On the southwest side a NOₓ plume of ~50 to 75 pptv in the same layer as the upper ozone plume may signify that lightning NOₓ catalyzed ozone production during the 3 days transport from Australia. Little nitric acid (Figure 6d) and hydrogen peroxide were found in this plume, supporting an interpretation of convective outflow following scavenging. In the lower altitude ozone plume (~7 km altitude) there was little NOₓ, but substantial plumes of nitric acid (up to ~275 pptv), H₂O₂, and PAN were observed. This could suggest a nonconvective origin (no wet scavenging) or that the source of the plume was located further back in time than for the upper plume, allowing more conversion of NOₓ to nitric acid and PAN. In addition, a small enhancement in CO (~6 ppbv) was also evident. Figure 7 shows a cluster of 10-day back trajectories for the lower altitude ozone plume. The majority of these trajectories passed over southern Australia 4 to 5 days back in time. A frontal system with moderate cloud tops (7–9 km) crossed southern Australia during these 2 days. Polluted air may have been lofted ahead of the cold front followed by photochemical processing during transport.

Figure 8 shows very sharp gradients of CH₃I, a tracer of marine origins [Davis et al., 1996a; Cohan et al., 1999] within the boundary layer. On the northeast side of the SPCZ, mixing ratios decreased with altitude from 0.47 pptv at 0.4 km to <0.2 pptv at 1 km. Boundary layer values were larger on the southwest side of the SPCZ, decreasing with altitude from 0.72 pptv at 0.3 km. Mixing ratios remained >0.2 pptv at all altitudes below 2 km. These boundary layer maxima allow CH₃I to be an excellent tracer of marine convective transport from the boundary layer to the free troposphere as demonstrated in the following subsection.

3.2. Observed Trace Gases During Transects of the SPCZ

Figures 9a and 9b show CO and O₃ observed during the northbound and southbound passages of the DC-8 through the SPCZ. Owing to the fact that smaller mixing ratios of CO and O₃ existed in the marine boundary layer (e.g., 38–42 ppbv CO and 6 ppbv O₃ from Figure 4a) than aloft in the air mass in which the SPCZ convection developed, low values of these species during the SPCZ crossing at ~11 km indicate convective outflow. During the northbound (first) SPCZ crossing, ozone reached a minimum of 12–13 ppbv in the outflow, compared with 14–17 ppbv in undisturbed air at ~11 km. CO reached minima of 44 and 47 ppbv, compared with 47–51 ppbv in undisturbed air. Therefore, because the observed minima at ~11 km were not as small as the boundary layer mixing ratios, it appears that significant mixing and dilution occurred during...
Figure 5. Trajectories on 345 K isentropic surface which extend backward from set of points (pluses) to deep convective cloud locations (crosses) determined from satellite imagery. Trajectories initialized at 0200 UT March 21, 1999, and cloud locations derived from IR image at 0300 UT March 18, 1999.

During the southbound (second) SPCZ crossing, sudden decreases of ozone and CO to minima of 10 ppbv and 40-42 ppbv, respectively, were noted. It appears that little mixing of the cloud outflow with the upper tropospheric air arriving from the east had occurred on the northeastern edge of the cloud band. In this case the aircraft passed just to the west of the dominant cell. Therefore it is not surprising that more pronounced minima in ozone and CO were noted (0320-0324 UT) than during the first SPCZ crossing. Following these minima, both CO and O₃ gradually increased as the DC-8 approached the southwestern edge of the convective band. At 0335 UT the winds shifted from easterly to westerly near the edge of the cloud, and by 0350 UT the air with much larger ozone mixing ratios on the southwest side of the SPCZ was encountered. Therefore the region between the maximum convective outflow (~0324 UT) and the subtropical air (~0350 UT) represents a zone of mixing of tropical marine boundary layer air with air in the subtropical upper troposphere.

Figure 10 presents the observations of CH₃I taken during the SPCZ traverses. Maximum values of CH₃I mixing ratio correspond closely in time with the ozone minima. These maxima reached 0.28 pptv during the northbound crossing and 0.36 to 0.40 pptv in the more intense convective outflow encountered during the southbound crossing. Minimum values of O₃ and maximum values of CH₃I noted during the SPCZ crossings suggest that most of the air entrained into the SPCZ convection derived from the northeast side of the convective system. If substantial boundary layer air from the southwest side of the SPCZ had entered the system, the pronounced ozone minima would not have been found in the convective outflow, and the CH₃I values would have been larger. This result is in agreement with climatological analyses (see section 2.1) which indicate that the SPCZ convection typically develops in the tropical air on the northern edge of the zone of convergence. Figure 11 shows the mixing ratios of NOₓ and HNO₃ during the SPCZ crossings. NOₓ mixing ratios dropped to as low as 10 pptv during the southbound traverse. HNO₃, which is an extremely soluble gas, was substantially depleted, especially during the southbound crossing. Values as low as 5 pptv of HNO₃ were measured.

4. Model Analyses

The observations discussed in section 3 provide information on the net effect of several processes associated with convective clouds. In combination with a cloud model, the observations can yield further information concerning the individual processes of convective transport, wet scavenging of soluble species, and production of NOₓ by lightning.
4.1. Two-Dimensional Goddard Cumulus Ensemble (GCE) Model

The GCE model has been used extensively for studies of convective transport of trace gases in both the tropics and midlatitudes [e.g., Scala et al., 1990; Pickering et al., 1991, 1992, 1996, 1998; Stenchikov et al., 1996; DeCaria et al., 2000]. Here we use the model to investigate trace gas transport in a representative convective system in the SPCZ near Fiji.

A complete description of the GCE model and its governing equations is given by Tao and Simpson [1993]. The model uses a parameterized Kessler-type liquid water scheme [Kessler, 1969] for cloud and rainwater and a parameterized ice phase scheme for cloud ice, snow, and hail/graupel [Lin et al., 1983]. The two-dimensional (2-D) version of the model in use at the University of Maryland does not include radiative transfer processes because they are not significant on the several-hour timescale of the simulations conducted in this study [Tao et al., 1993].

A uniform vertical grid extending to ~24 km with spacing of 0.33 km is used. There are 514 horizontal grid points with the center 430 having a fine resolution of 1 km. The outer grid points are stretched horizontally, and open lateral boundary conditions are used. The horizontal axis of the model was oriented east-west because the airflow was primarily in this direction. The simulation was run for a 5-hour period. We initiate convection by artificially heating a shallow layer near the surface to create a "warm bubble" during the first 10 min of simulation.

4.2. Initial Conditions

Figure 12 shows the profiles of temperature, moisture, and winds that were used to initialize the 2-D GCE model. These profiles were primarily derived from the DC-8 profile northeast of the SPCZ because the low-level air was warmer and more moist and therefore more conducive for convective cloud development than was the air on the southwest side. In addition, the chemical data suggested that it was the tropical air mass that was entrained into the cloud system. The sounding used in the model had convective available potential energy (CAPE) of 2086 J kg⁻¹, which is fairly substantial for marine convective environments, but considerably less than the CAPE that often develops over continents. Above the highest DC-8 altitude (~11 km) the profiles were constructed from European Centre for Medium-Range Weather Forecasts (ECMWF) analysis data for the grid point nearest the location of the aircraft profile and from temperature and humidity data taken with the Fiji ozonesonde profile 2 days earlier. The tropopause altitude (~16 km) was established from the ozone data from the on board lidar system [Browell et al., this issue]. Because of the low-level convergence in the large-scale flow field, we also included vertical velocities in the initial conditions. A profile of vertical velocity from the vicinity of the SPCZ near Fiji was taken from the 1.5 ø x 1.5 ø resolution ECMWF field. The low-level upward motion induced by the convergence was 3–7 cm s⁻¹.

4.3. Cloud Characteristics

Figure 13 illustrates the evolution of the total hydrometeor field from the GCE model simulation of the SPCZ convection. Only shallow convection developed during the first hour of simulation, but by 1.5 hours the cloud had grown to ~6 km in depth (Figure 13a). Between 1.5 and 2 hours the cloud expanded considerably in horizontal dimension, reaching ~16 km altitude with an overshooting top to nearly 18 km (Figure 13b). The anvil top remained at ~16 km through 3 and 4 hours (e.g., Figure 13c) and reached its largest horizontal extent at 4.5 hours. After this time, the storm weakened considerably. The top of the simulated cloud compared favorably with the satellite-derived cloud top heights (Plate 2). The maximum vertical velocity within the cloud averaged ~15 m s⁻¹. The radar reflectivity computed from the model hydrometeor fields allows us to examine variations in strength of the convection
throughout the simulation. Peaks in radar reflectivity of 60–70 dBZ were found in the lower troposphere between 2 and 4.5 hours. Reflectivity at DC-8 flight level (∼11.3 km) was typically 45–55 dBZ, comparing favorably with the weather radar on board the DC-8, which showed strong reflectivities to the east of the aircraft during the southbound passage through the SPCZ.

4.4. Tracer Results

4.4.1. Convective Transport. Initial conditions for the chemical tracer calculations were derived primarily from the DC-8 profile northeast of the SPCZ. Profiles above the maximum altitude of the DC-8 were estimated by a variety of methods. Ozone data from the DIAL system, as well as from the March 18 Fiji ozonesonde (Figure 14) that is part of PEM-Tropics B [Oltmans et al., this issue] and the Southern Hemisphere Additional Ozonesondes (SHADOZ (A. M. Thompson et al., The 1998–2000 SHADOZ tropical ozone climatology: Comparison with TOMS and surface measurements, submitted to Journal of Geophysical Research, 2001)) network, were used. NOx in the lower stratosphere was estimated using NASA ER-2 aircraft measurements reported near Fiji by Folkins et al. [1997]. Nitric acid in the upper levels was estimated from the NOx/O3 ratio of 0.002 given by Murphy et al. [1993]. Values of H2O2, CH3OOH, and H2CO were taken from Pickering et al. [1993] 1-D photochemical model estimates for the Southern Hemisphere tropics. The very low values of CH3I in the stratosphere were scaled against those for CHBr3 (another marine tracer) given by Schaufler et al. [1999]. The initial data for nine species (O3, CO, CH3I, NOx, HNO3, H2O2, CH3OOH, H2CO, and SO2) are summarized in Table 1 for the nine tracer layers of the model. The first three of these species are insoluble, with lifetimes considerably longer than a convective system, and can be used as tracers of convective transport and mixing. We simulate the transport of NOx, primarily to enable the estimation of the contribution of lightning to the observed NOx mixing ratios (see section 4.4.2). The latter five species are soluble, and we perform conserved tracer transport simulations to estimate the fraction of amounts of these species that are scavenged in the cloud. Figures 15a and 15b present results for the ozone tracer at 2 and 4.5 hours in the simulation. Initially, ozone in the model at the DC-8 flight level during the SPCZ crossings (∼11.3 km) was ∼28 ppbv. The simulated convection transported lower values from the marine boundary layer to the middle and upper troposphere, so that 11-km mixing ratios decreased to ∼11.5–13 ppbv. These values compare very well with the minimum (12–13 ppbv) recorded on the northbound crossing. Ozone averaged over the cloud-perturbed region in the simulation was 15 ppbv at 2 hours and 17 ppbv at 4.5 hours, slightly overestimating the observed averages of 14.5 ppbv and 14 ppbv on the northbound and southbound crossings, respectively. The effect of the convection on...
the O₃ distribution reached to 14–15 km. At 14 km the simulated O₃ mixing ratio at 2 hours decreased from an initial value of ~30 ppbv to 15–20 ppbv within the convective tower as a result of upward transport.

CH₃I mixing ratios in the model more than doubled at 11 km between the beginning of the convective simulation and 2 hours (Figure 16a). Maximum values at this level reached 0.26 pptv, which compares favorably with the maximum of 0.28 pptv observed in convective outflow on the northbound SPCZ crossing (Figure 10a), but underestimates the maximum values recorded during the southbound crossing (Figure 10b). The simulated maximum CH₃I mixing ratio at 11 km decreased to 0.22 pptv by 4.5 hours (Figure 16b). CH₃I averaged over the cloud-perturbed region in the simulation was 0.16 pptv at both 2 and 4.5 hours, compared with observed averages of 0.18 and 0.24 pptv on the northbound and southbound SPCZ crossings. There are four possible explanations for this underestimate: (1) a small quantity of boundary layer air from southwest of the SPCZ may have been entrained into the convection; (2) vertical velocities in the actual storm may have been slightly greater than produced in the model; (3) dilution of air in convective updraft cores may have been overestimated in the model; and (4) air parcels from very close to the sea surface (having CH₃I mixing ratios larger than the average for the 0–1 km layer used in the simulation) may have been transported to cloud outflow altitudes. Explanation 1 is unlikely because the ozone results do not suggest that this is the case. In fact, the ozone measurements suggest that slightly more low-ozone marine boundary layer air from northeast of the SPCZ reached the upper troposphere than calculated by the model. Explanation 2 seems unlikely because the simulated vertical velocities are already relatively strong for a tropical marine convective system. Explanations 3 and 4 seem to be the most likely.

The convective transport calculations for O₃ and CH₃I show that the model produces reasonable estimates of changes in trace gas mixing ratios in the upper tropospheric cloud outflow region of the SPCZ. When we apply the model to NOₓ and the
soluble species in the following subsections, we refer back to the findings concerning model transport characteristics presented here to support these analyses.

4.4.2. Lightning NOx. Figures 17a and 17b present tracer transport results for NOx with NOx treated as a passive tracer with no sources or chemistry. Chemical loss is expected to be small over the short timescale of convective transport. However, in reality, NOx could have been produced by lightning. At cloud outflow levels the model calculation represents NOx mixing ratios with no production by lightning. Therefore we compare these values with those observed during the SPCZ crossing in order to make an estimate of the possible effect of lightning NOx production by examining the difference between the two quantities. Observed NOx (actually a box model estimate based on the observed NO) during the northbound SPCZ crossing was 16 to 20 pptv, while NOx at flight level from the tracer transport calculations was ~5 pptv. Therefore the difference, 11 to 15 pptv, could be attributed to lightning NOx production. This is a very small quantity, suggesting that the SPCZ cloud was not very electrically active. Unfortunately, the LIS did not have any overpasses in our study region during the period of the DC-8 flight. The DC-8 was equipped with a Stormscope, which detects electrical discharges of various types in clouds. The fraction of these discharges that are sufficiently energetic to produce NOx is unknown. The Stormscope display on videotape was reviewed for the periods of the DC-8 approach to the SPCZ and the northbound crossing. During the DC-8 approach to the SPCZ from the south, 57 and 18 impulses were recorded to the left and right, respectively, of the DC-8 track, or an average of 2.2 discharges per minute. During the northbound SPCZ crossing, 37 and 10 impulses were recorded to the left and to the right, respectively, of the DC-8 track, or 3.8 discharges per minute. Therefore the majority of the electrical activity was to the west of the track. Easterly winds at flight level would have likely transported more lightning-generated NOx away from the aircraft than toward it. However, if the upwind discharges had been productive of NOx (e.g., $2 \times 10^{20}$ to $1 \times 10^{22}$ molecules NO per meter of flash channel [Stith et al., 1999]), more than ~11 to 15 pptv should have been detected. Unfortunately, NOx data were not available from the DC-8.
during the southbound passage. The Stormscope recorded a much lesser number of discharges during this SPCZ crossing than it did during the northbound traverse. Only 15 discharges were noted to the left of the aircraft track, and 12 were noted to the right. Within the band of less deep convection to the north of the SPCZ, the DC-8 recorded some of the largest NOx mixing ratios of the flight (up to 85 pptv). However, as the plane approached and passed through this region, only one discharge was noted. Perhaps this area of convection had been more electrically active earlier in the day.

4.4.3. Wet Scavenging of Soluble Species. Figure 18 shows our transport calculations for HNO3 assuming no loss due to wet scavenging. At 4 hours, 30 min into the simulation the tracer results indicate that ~80 pptv HNO3 would have been present at ~11 km if no scavenging occurred in the cloud. Over the simulation, HNO3 typically ranged from 60 to 90 pptv. We compare these results with observations during the SPCZ crossing to estimate the fraction of HNO3 removed in the cloud. During the southbound crossing, which had the stronger convective outflow signals in the chemical measurements (see section 3.2), observed HNO3 reached a minimum of 5 pptv. We estimate the fraction of HNO3 scavenged by computing (model—observed)/model. This estimate is representative of the strongest cloud outflow encountered by the aircraft during the SPCZ crossings. The outflow is a mixture of air parcels transported upward through the liquid portion of

Figure 12. SkewT-logP diagram showing profiles of temperature, dew point, and winds used as initial conditions for the GCE model simulation of a representative cell in the SPCZ convective line.
Figure 13. Evolution of the simulated cloud in terms of total hydrometeor mixing ratio \( g/g \). Times shown are (a) 1.5, (b) 2, (c) 3.25, and (d) 4.5 hours.

Figure 14. Ozone profile from ozonesonde observation taken at Suva, Fiji, at 2134 UT March 18, 1999.

the cloud and air parcels flowing through the upper tropospheric (primarily ice) part of the cloud. Therefore it is likely that these estimates will not be as large as if only air that had passed through the liquid portion of the cloud had been sampled. We obtain an estimate of 0.94 as the fraction of HNO₃ scavenged, not unexpected because HNO₃ is extremely soluble. Some uncertainty in this estimate is due to the very low...
mixing ratios in the outflow (i.e., at or below the instrument detection limit). Somewhat smaller fractions scavenged (~0.7) are estimated for the outer part of the cloud anvil. The cloud model output at ~11 km indicates that the hydrometeors at this altitude were almost all in the form of snow, graupel, or cloud ice. Therefore these results suggest that HNO₃ either was retained by the hydrometeors during the freezing process or uptake onto the ice particles occurred.

Similar calculations were performed for H₂O₂, CH₃OOH, H₂CO, and SO₂ (see Table 2). A large fraction scavenged (0.91) was obtained for H₂O₂, which is also very soluble. We obtain a considerably lesser fraction for CH₃OOH (0.48) which is much less soluble. For H₂CO and SO₂ we obtain intermediate values of the fraction scavenged, 0.78 and 0.66, respectively. Dilution during convective transport may have been overstimated in the model (see section 4.4.1). With lesser dilution our calculations of the fractions scavenged would be slightly larger. Comparison of these results with the simulation of wet removal by Mari et al. [2000] for another tropical convective storm suggests that there was a very high rate of conversion of cloud water to precipitation in the SPCZ convection. Indeed, our GCE model simulation shows very large radar reflectivity values indicative of large precipitation rates.

5. Discussion

5.1. Photochemical Ozone Production

We have demonstrated that tropical marine boundary layer air from northeast of the SPCZ entered the convection and was transported in updrafts to the anvil. In the anvil the outflow from the convective cells was transported in the easterly winds to the southwestern edge of the SPCZ cloud band. There it mixed with subtropical air containing considerably larger mixing ratios of O₃ and NOₓ being transported to the SPCZ region from the south and west. We have examined the instantaneous rates of photochemical ozone production and loss calculated for air northeast and southwest of the SPCZ, in the convective outflow, and in the region of mixing on the southwest edge of cloud band. We use values of ozone production and loss (see Table 3) computed with the NASA Langley—Georgia Tech box model [Davis et al., 1996b; Crawford et al., 1997]. The model uses the 1-min merged data set produced at Harvard as input. Values of ozone, CO, NO, dew point, and j(NO₂) are required in the calculation, and where possible, the model is also constrained by observed H₂O₂, CH₃OOH, HNO₃, and PAN. Measured hydrocarbons are used where available. Interpolated hydrocarbon mixing ratios are used in short gaps, and regional median values are used for the appropriate altitude range in longer hydrocarbon data gaps.

A substantial rate of net ozone destruction (~7.80 × 10⁵ molecules cm⁻³ s⁻¹) was computed in the very low NO (~<2 pptv) boundary layer air on the northeast side of the SPCZ. At 11.3 km there was net ozone production (5.72 × 10⁴ molecules cm⁻³ s⁻¹) in air undisturbed by convection (NO = 16 pptv). At the same altitude in convective outflow, net ozone production was only 2.18 × 10⁴ molecules cm⁻³ s⁻¹ because convection brought up low-NO (~<8 pptv) boundary layer air, reducing the ozone producing capability by ~60%. At 11.3 km on the south-
west side of the SPCZ an enhanced NO layer (~47 pptv) led to a net ozone production rate of $1.23 \times 10^5$ molecules cm$^{-3}$ s$^{-1}$. At the southwest edge of the cloud system, SPCZ convective outflow mixed with this enhanced NO layer, resulting in net ozone production rates intermediate between those of the two air masses (e.g., $6.98 \times 10^4$ molecules cm$^{-3}$ s$^{-1}$ for a point just outside the cloud with NO mixing ratio of ~24 pptv).

5.2. Comparison With Other Tropical Convective Systems

Thompson et al. [1997] summarized several analyses and simulations of tropical convective events in relation to ozone production. Over continental regions polluted with either urban or biomass burning emissions, deep convection led to a factor of 3–4 increase in upper tropospheric net ozone production downwind when the upper troposphere already contained outflow from previous upstream convection [e.g., Pickering et al., 1996]. In a pristine upper troposphere much larger ozone production increases are estimated. Calculations for continental cases contrast with those performed for a marine convective event that occurred between Australia and New Guinea during STEP/EMEX [Pickering et al., 1993]. In this case, convection reduced net ozone production in the 14.5 to 17 km outflow layer by 15–20% due to the upward transport of low-NO marine boundary layer air. The PEM-Tropics B SPCZ case analyzed here caused a ~60% reduction in net ozone production in cloud outflow. Maximum vertical velocities in the STEP/EMEX convection were relatively weak, so the amount of low-NO air reaching outflow levels was relatively small. In addition, the initial vertical gradients of trace species in STEP/EMEX were minimal due to frequent prior convection. Therefore it is not surprising that the SPCZ convection had a larger effect on upper tropospheric net ozone production.

Kley et al. [1996] reported ozonesonde observations during CEPEX, which was conducted March 7 to April 7, 1993, in the tropical Pacific from 150ºE to 160ºW at 2ºS. The ozonesonde data show clear evidence of the redistribution of ozone by deep convection (ozone mixing ratios as low as 5 ppbv in the upper troposphere and values as large as 15 ppbv transported to the marine boundary layer). Wang and Prinn [2000] used a cloud-resolving model with chemistry to simulate the March 8, 1993, CEPEX convective event. The lowest ozone mixing ratios computed in the upper troposphere were ~2 ppbv, an 80% decrease from the preconvective conditions. This ozone mixing ratio is considerably smaller than the minimum value found in the SPCZ case analyzed here (~10 ppbv). In another CEPEX event, Wang et al. [1995] simulated tracer transport and estimated a minimum ozone value of 9 ppbv in the cloud anvil, which closely compares with that observed in the SPCZ.

We noted only very small enhancements of upper tropospheric NOx possibly due to lightning during one of the SPCZ crossings. However, the Stormscope on board the DC-8 recorded an average of 2–3 discharges per minute as the plane approached and passed through the convective system. Pickering et al. [1998] simulated lightning NO production in a squall line that occurred during TOGA-COARE near the Solomon Islands in the tropical Pacific. When the model parameterization was adjusted to produce the measured flash rates of 1–2 per minute, it yielded maximum NOx mixing ratios in the anvil of 0.7–0.9 ppbv. These values are similar to those reported by

<table>
<thead>
<tr>
<th>Species</th>
<th>Tracer Calculation Without Scavenging at 11 km, pptv</th>
<th>Measurement in Maximum Outflow, pptv</th>
<th>Fraction Scavenged</th>
</tr>
</thead>
<tbody>
<tr>
<td>HNO$_3$</td>
<td>80</td>
<td>5</td>
<td>0.94</td>
</tr>
<tr>
<td>H$_2$O$_2$</td>
<td>800</td>
<td>70</td>
<td>0.91</td>
</tr>
<tr>
<td>CH$_3$OOH</td>
<td>130</td>
<td>130</td>
<td>0.48</td>
</tr>
<tr>
<td>H$_2$CO</td>
<td>300</td>
<td>65</td>
<td>0.78</td>
</tr>
<tr>
<td>SO$_2$</td>
<td>35</td>
<td>12</td>
<td>0.66</td>
</tr>
</tbody>
</table>
very little NO appears to have been produced by lightning were fairly strong for a tropical marine system. However, during the SPCZ convection, despite vertical velocities that are likely that most of the SPCZ Stormscope signals were from discharges not sufficiently energetic to produce significant quantities of NO.

6. Summary

We have analyzed and simulated with a cloud-resolved model trace gas transport and scavenging in SPCZ deep convection observed during the PEM-Tropics B experiment. We have examined in detail the structure of convective mixing, the production of lightning NO, and the wet scavenging of several soluble species, which are three of the most uncertain processes in regional and global chemical transport models (CTMs). Wind fields from a 2-D cloud-resolving model were used with tracers to diagnose transport characteristics, lightning NO production, and wet scavenging. The conclusions are as follows:  

1. For transport, from the model and the observations, we conclude that air in deep convective outflow sampled by the DC-8 was mostly derived from the marine boundary layer in the tropical air mass northeast of the SPCZ. It appeared that very little boundary layer air from southwest of the SPCZ was entrained into the convection. Therefore, at low levels, the SPCZ acts as a barrier to mixing. However, because the SPCZ convection changes position from day to day and is more active on some days than others, this low-level barrier is spatially and temporally transient. The observations suggest that most of the mixing of the tropical air from northeast of the SPCZ with Southern Hemispheric subtropical air from southwest of the SPCZ occurred after the tropical air had been processed by the convective cloud. This mixing took place in the upper troposphere on the southwest edge of the convective cloud band. At the portion of SPCZ northwest of Fiji the tropical air north of the SPCZ had a Northern Hemispheric origin. Therefore, during PEM-Tropics B, it is likely that this part of the SPCZ served to mix air from the two hemispheres.

2. For lightning, by comparing model-calculated tracer transport of NOx to observed outflow levels, we conclude that very little NO appears to have been produced by lightning within the SPCZ convection, despite vertical velocities that were fairly strong for a tropical marine system. However, during the northbound passage the aircraft was not at the best location to capture maximum outflow, and NO data were not collected during most of the southbound passage.

3. For wet scavenging, tracer calculations for the soluble species were compared with the outflow measurements to estimate fractions of species which had been removed by wet scavenging during transport through the cloud. Very large fractions were computed for the most soluble species (~90% for HNO3 and H2O2) and lesser fractions (48-78%) for less soluble species (CH3OOH, SO2, and H2CO). Convective transport of low-NO marine boundary layer air to the upper troposphere reduced net ozone production in this region by ~60%. This air mixed with higher-NO air arriving from the west at these altitudes, resulting in air parcels with ozone production rates intermediate between the preconvective rates on either side of the SPCZ. Therefore the SPCZ modifies the ozone-producing capacity of the South Pacific troposphere.

Comparison of parameterized convective mixing, lightning NO production, and wet scavenging from regional and global model simulations of the March 20–21, 1999, SPCZ event with the observational and cloud-resolving model results presented here serves as a means of evaluating and refining such parameterizations. Therefore, if parameterization improvements result from the comparisons, detailed process analyses for specific events such as that presented here will likely aid in reducing uncertainties and inaccuracies in regional and global CTMs.

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