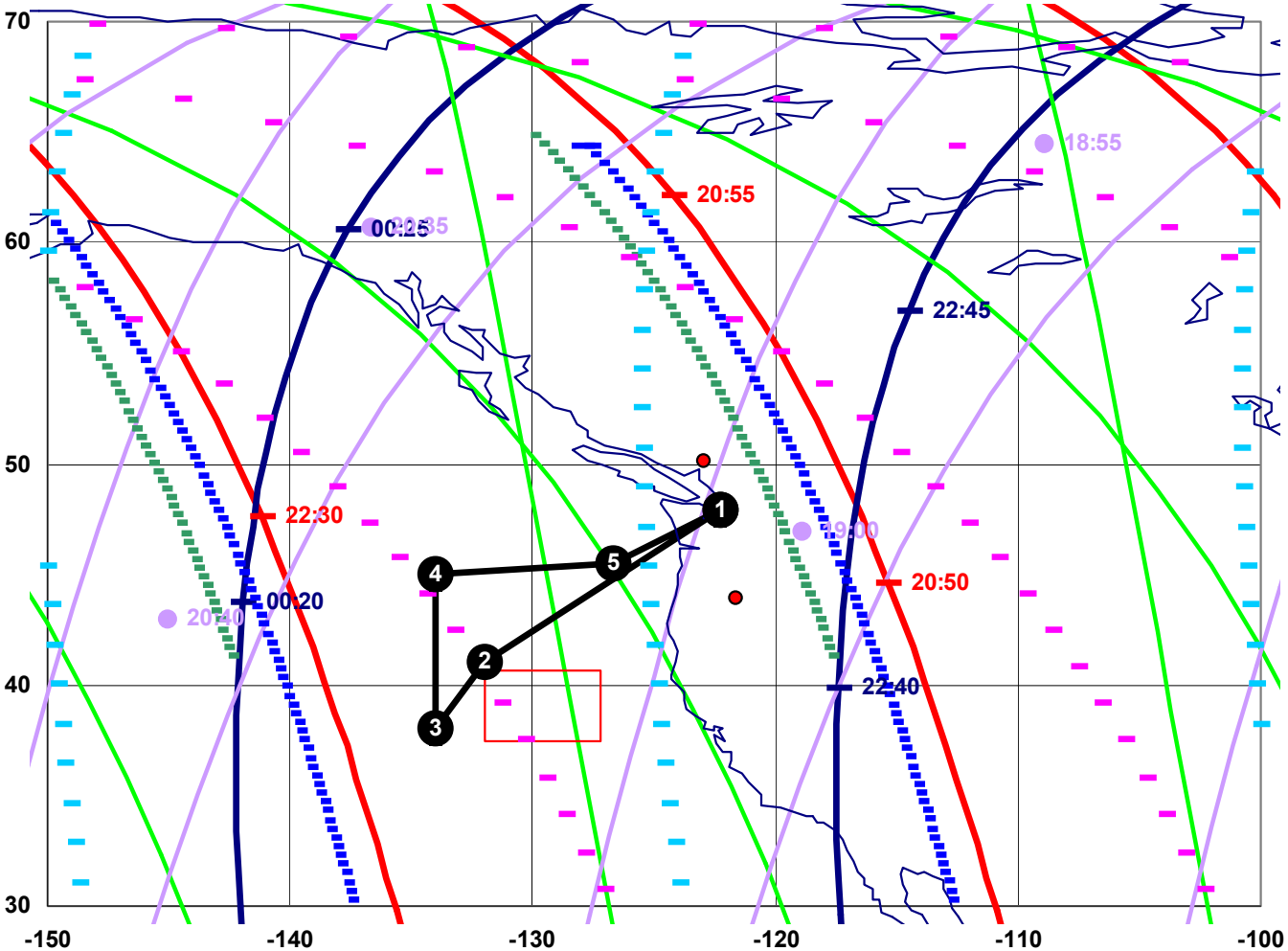
IMPEX C130 flight 2 (Seattle local 1)

21 April 2006.

doors open / power on:	0700 PDT
takeoff:	1000 PDT (1700 GMT)
estimated landing:	1812 PDT (0112 GMT)

objectives:

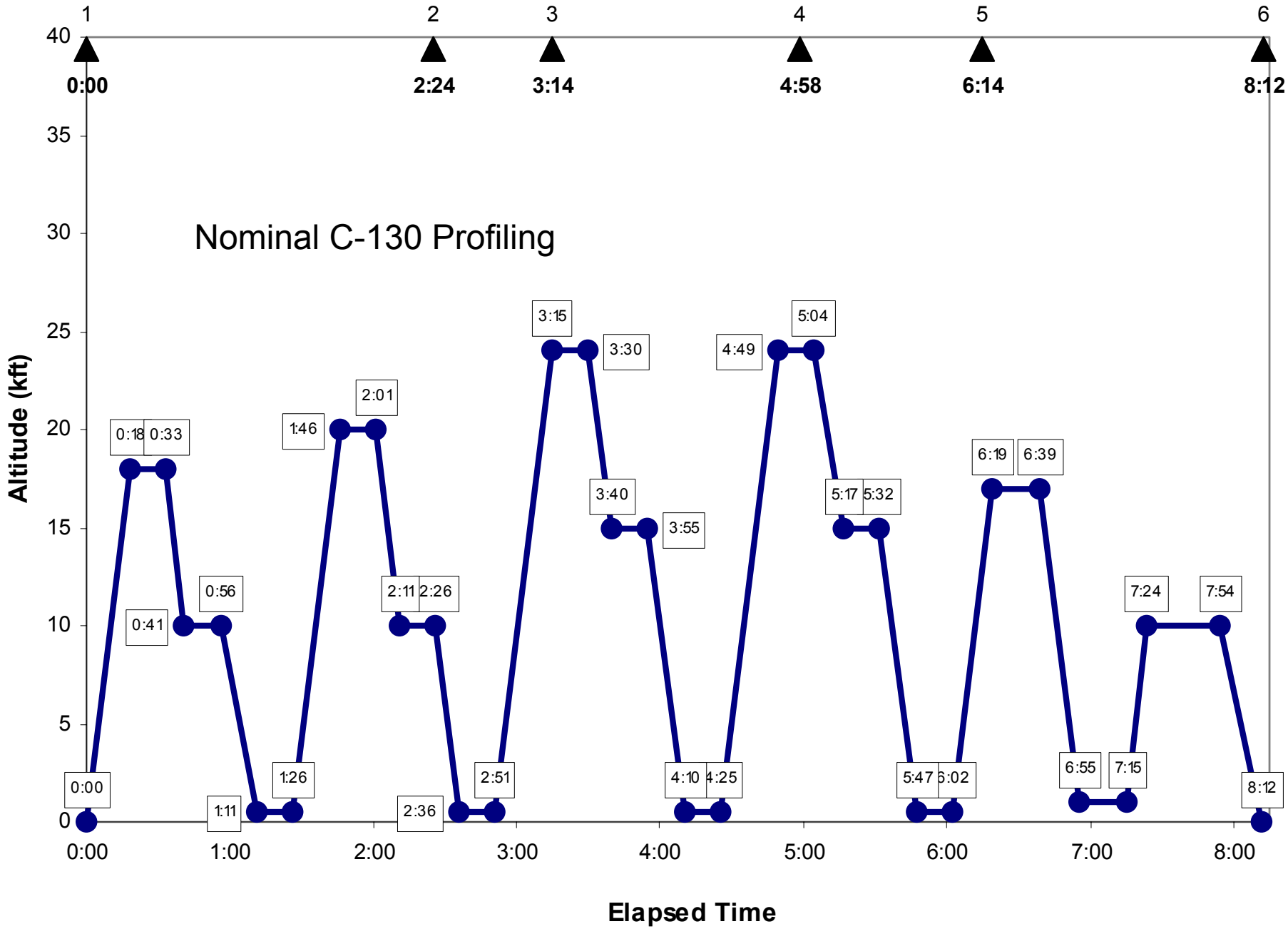
- sample Asian outflow plume off the US coast (expect to see Asian CO that is 30-80 ppbv above background)
- learn the models' predictive capabilities for Asian plumes



Final C-130 flight plan for Friday, 21 April Takeoff: 1000 local

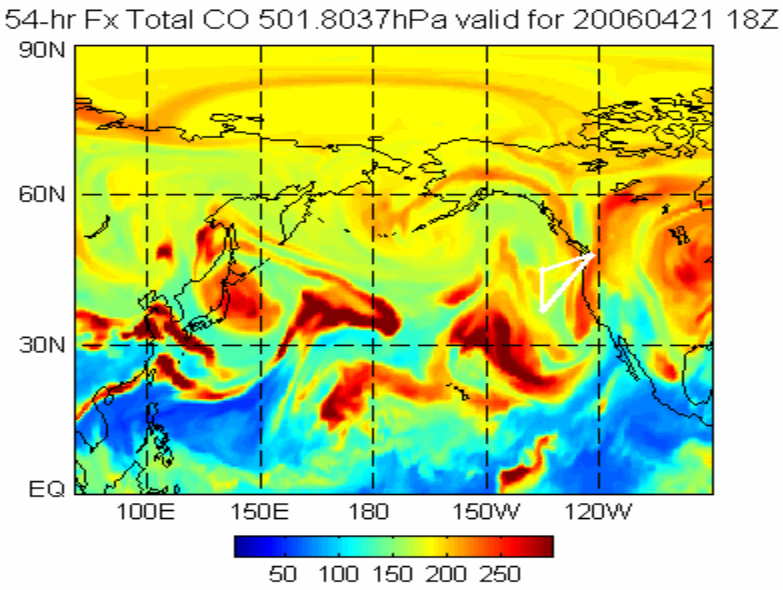
- MLS
- MLS timing
- HIRDLS
- HIRDLS timing
- TES
- TES timing
- TES-Special
- TES-Special timing
- TES-Limb
- OMI-East Edge
- OMI-West Edge
- AIRS swath
- MOPITT timing
- MOPITT swath
- Ground Sites
- C-130 Flight Path
- Restricted

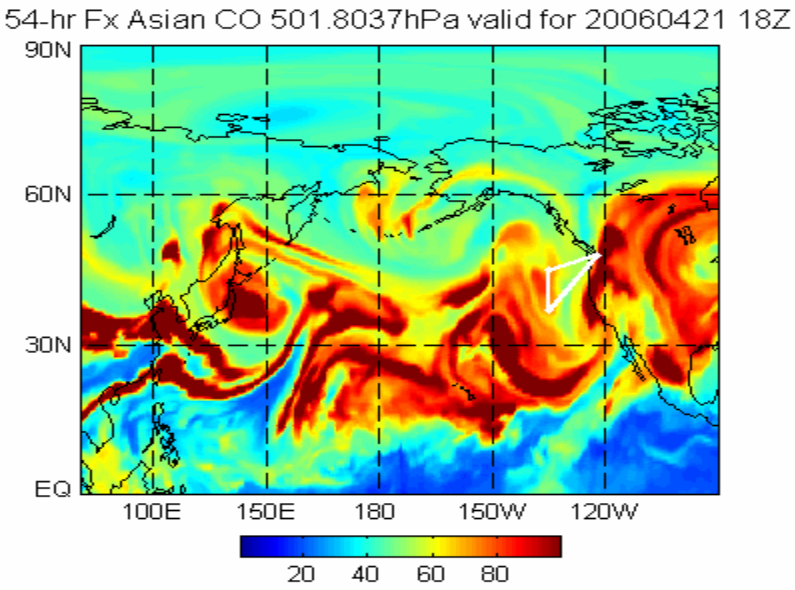
	Latitude (N)		Longitude (W)							
Way Point	deg	min	deg	min	Cum. Time	Leg Time	Local Time	UTC	Delay	Note
1	47	54	122	17	0:00	0:00	10:00	17:00		
2	41	0	132	0	2:24	2:24	12:24	19:24		
3	38	0	134	0	3:14	0:49	13:14	20:14		
4	45	0	134	0	4:58	1:43	14:58	21:58		
5	45	30	126	43	6:14	1:16	16:14	23:14	1:00	Air motion maneuvers
6	47	54	122	17	8:12	0:57	18:12	1:12		

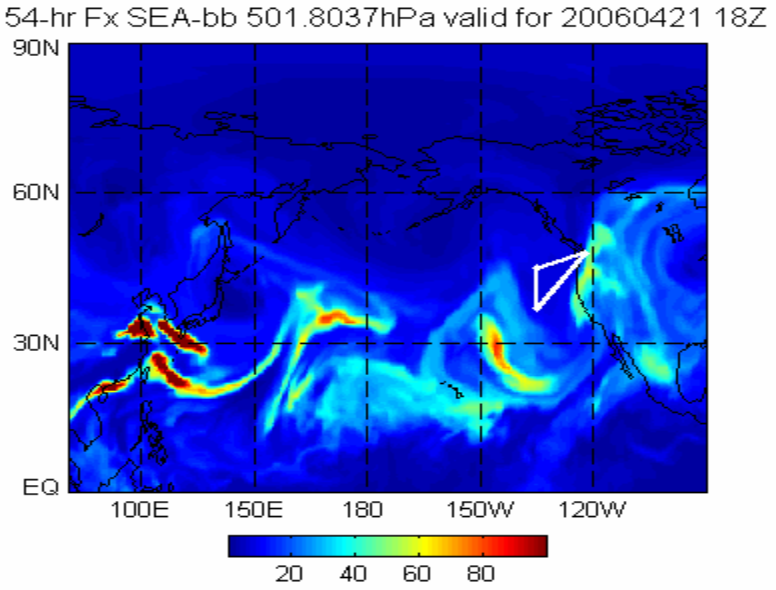


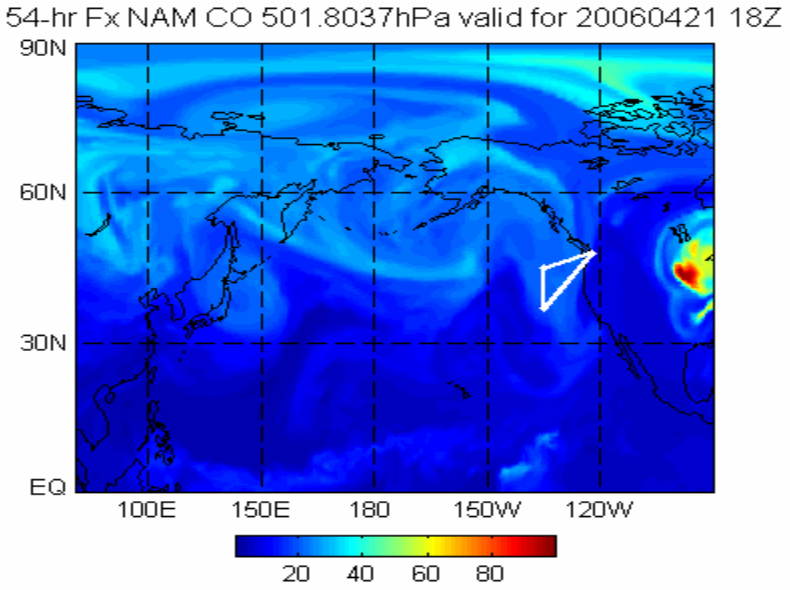
Note: In-Progress profiling in solid lines; Spirals in dashed lines; Way points annotated with triangles.

54-hr Forecast of CO (500 hPa) valid for 04/21 18Z

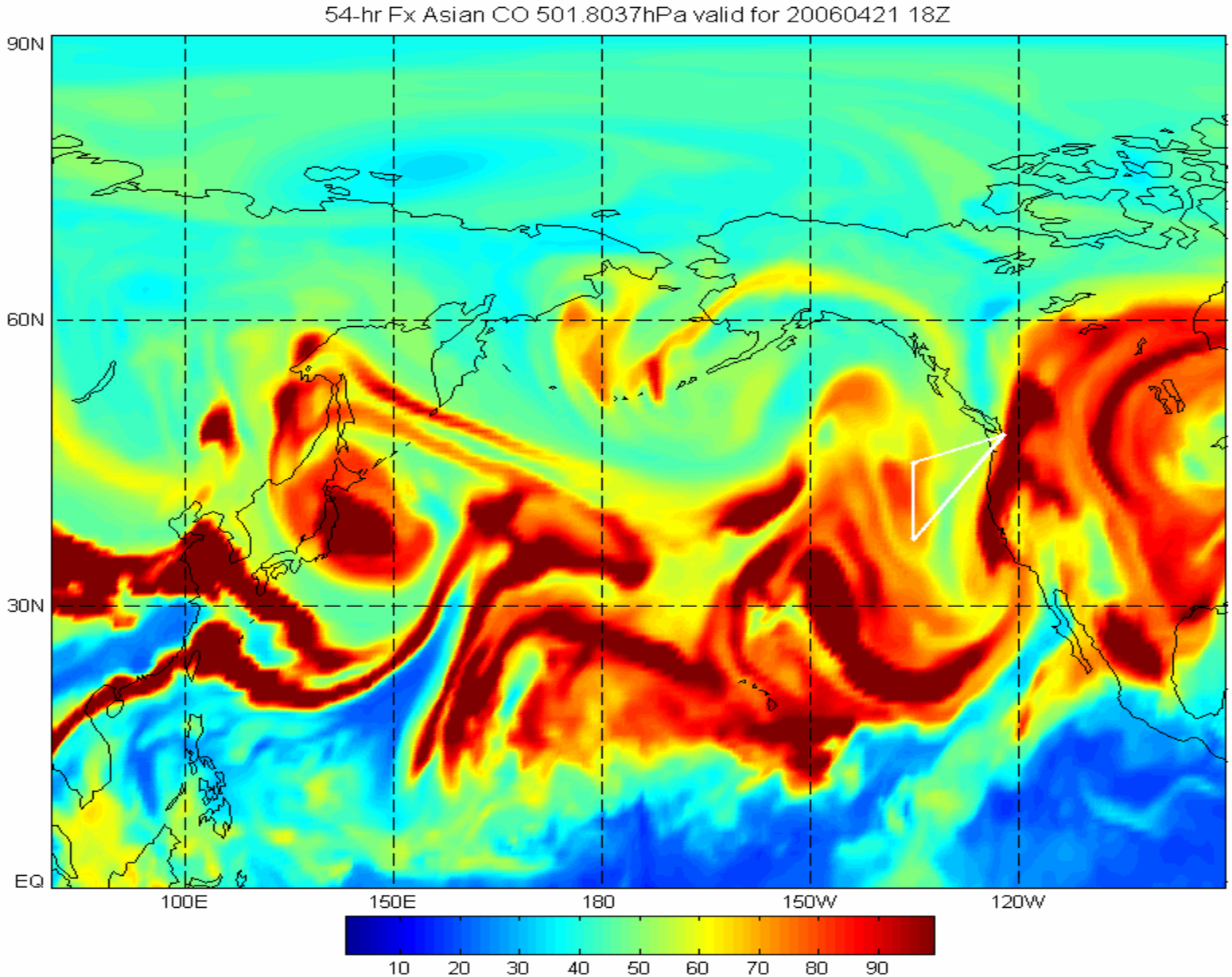




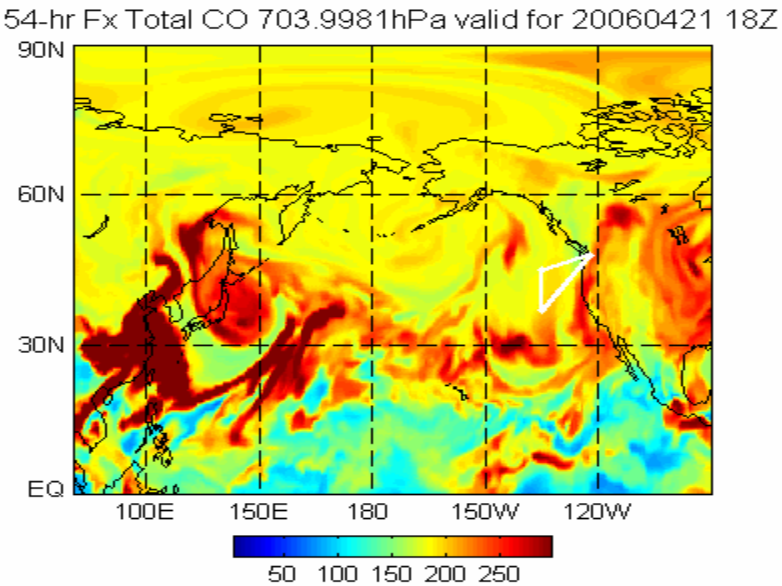


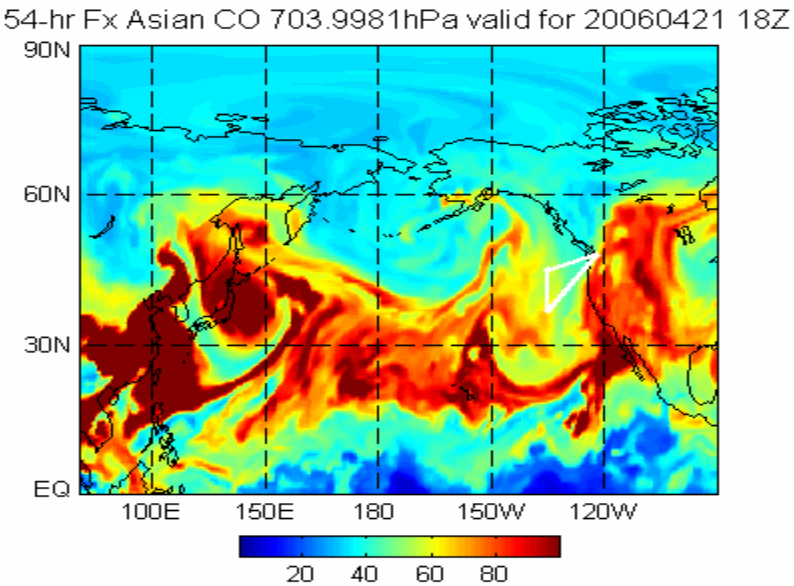


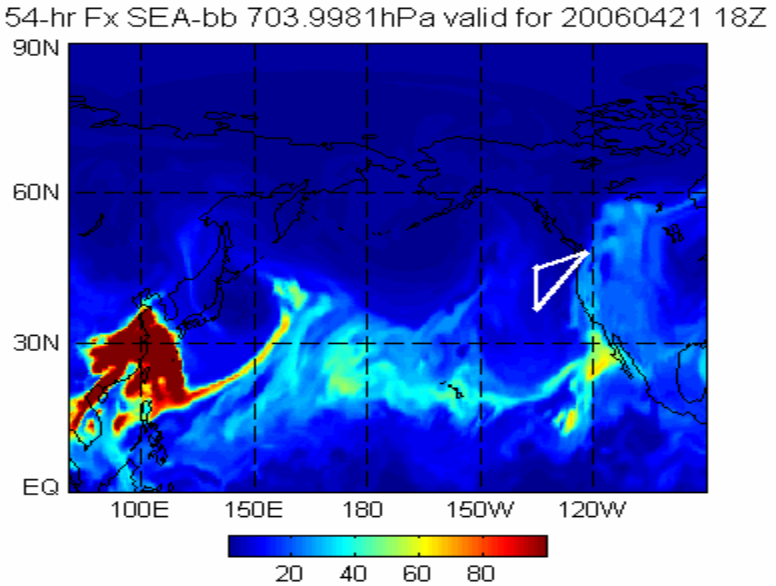
54-hr Forecast of CO (500 hPa) valid for 04/21 18Z

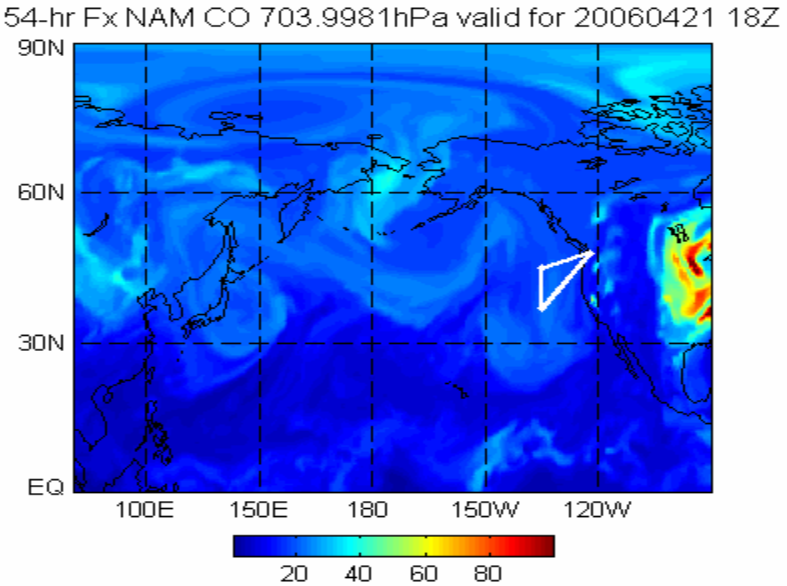


54-hr Forecast of CO (700 hPa) valid for 04/21 18Z

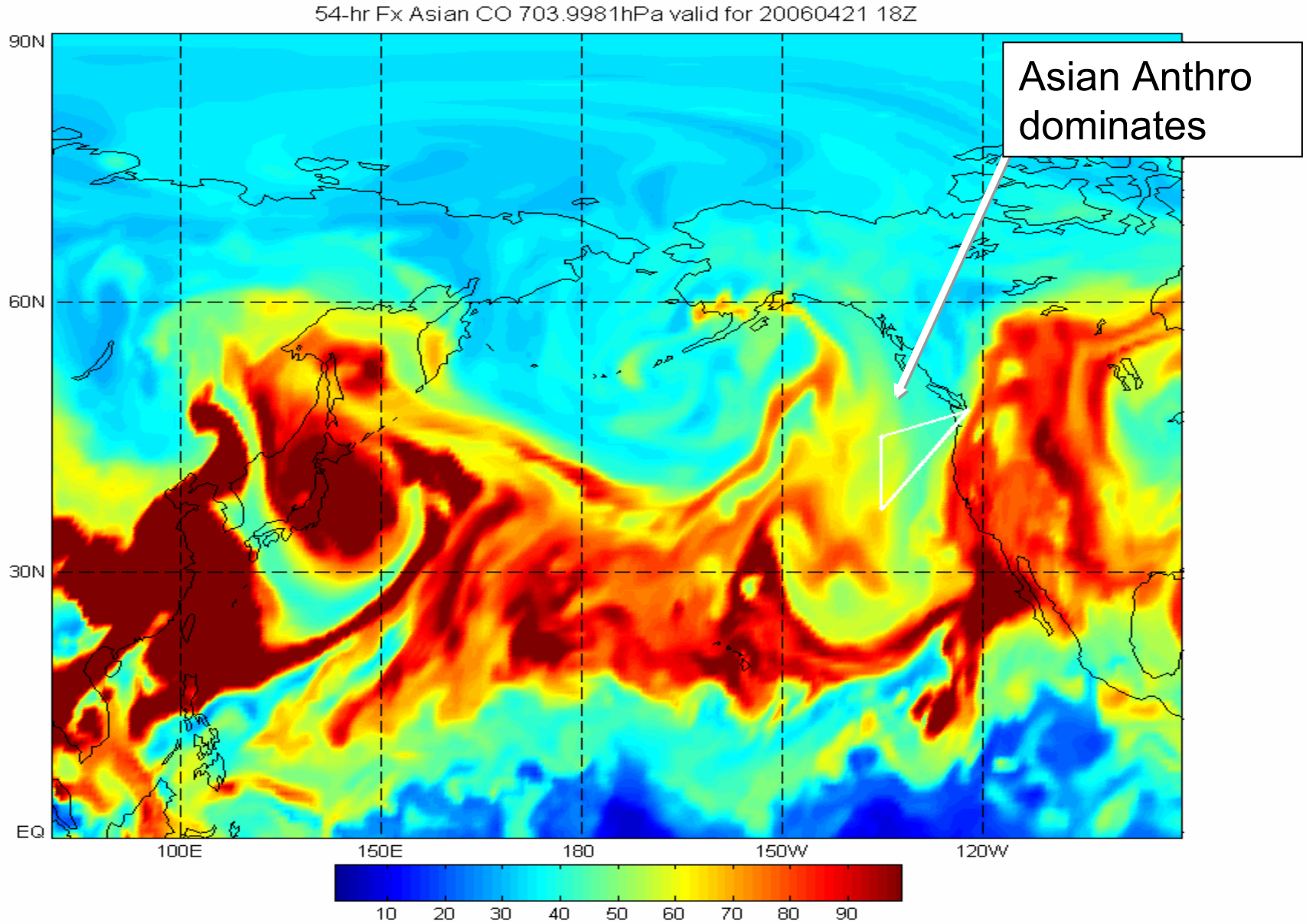




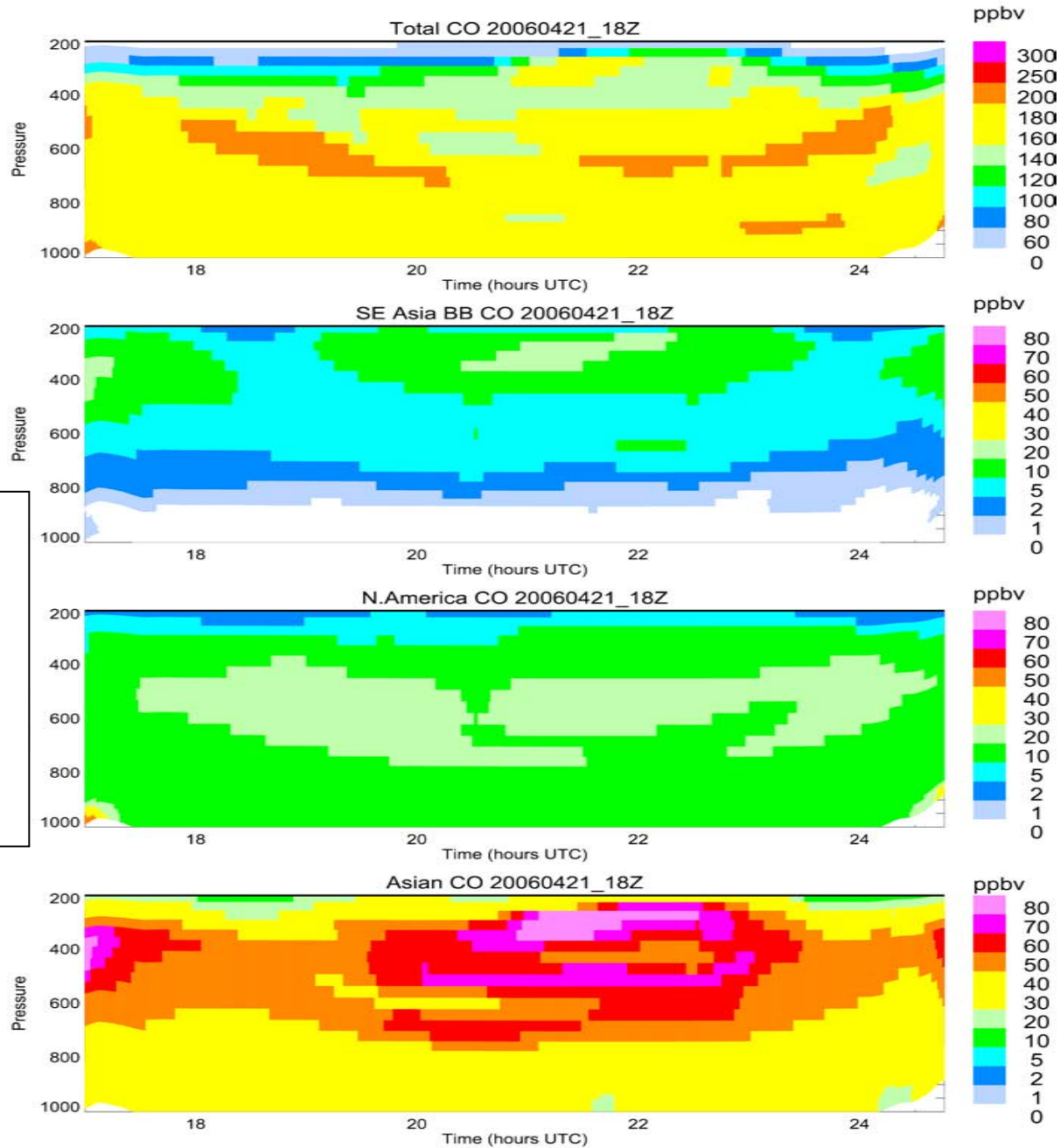




54-hr Forecast of CO (700 hPa) valid for 04/21 18Z



54-hr Forecast of CO (Fri C-130 Proposed Flight)

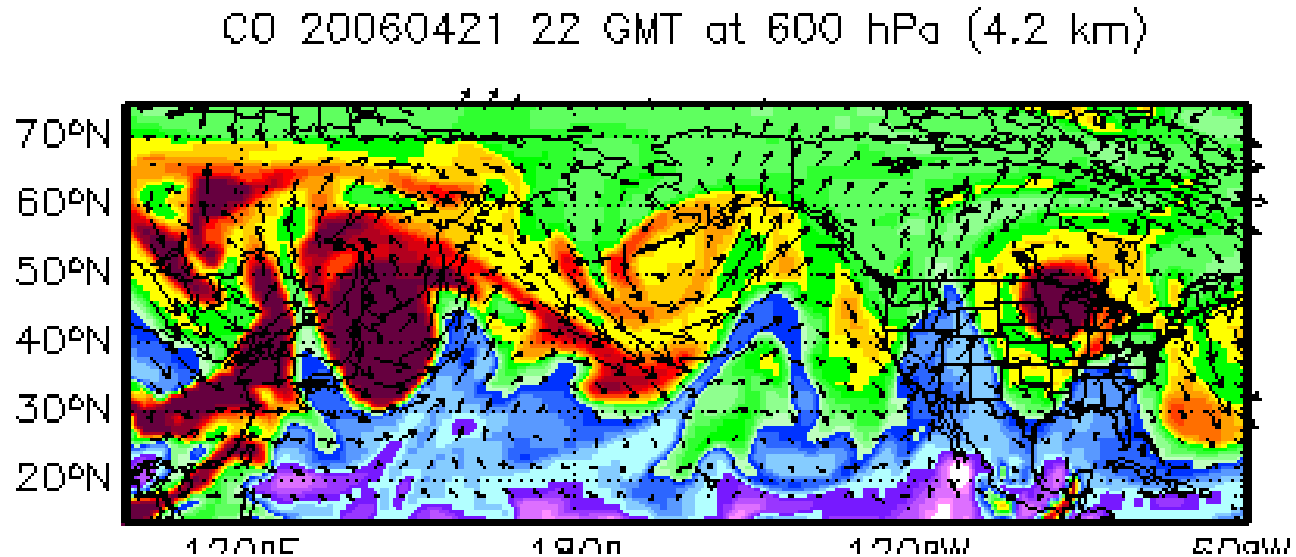


Able to sample Asian pollution (anthro) with less NAM contribution

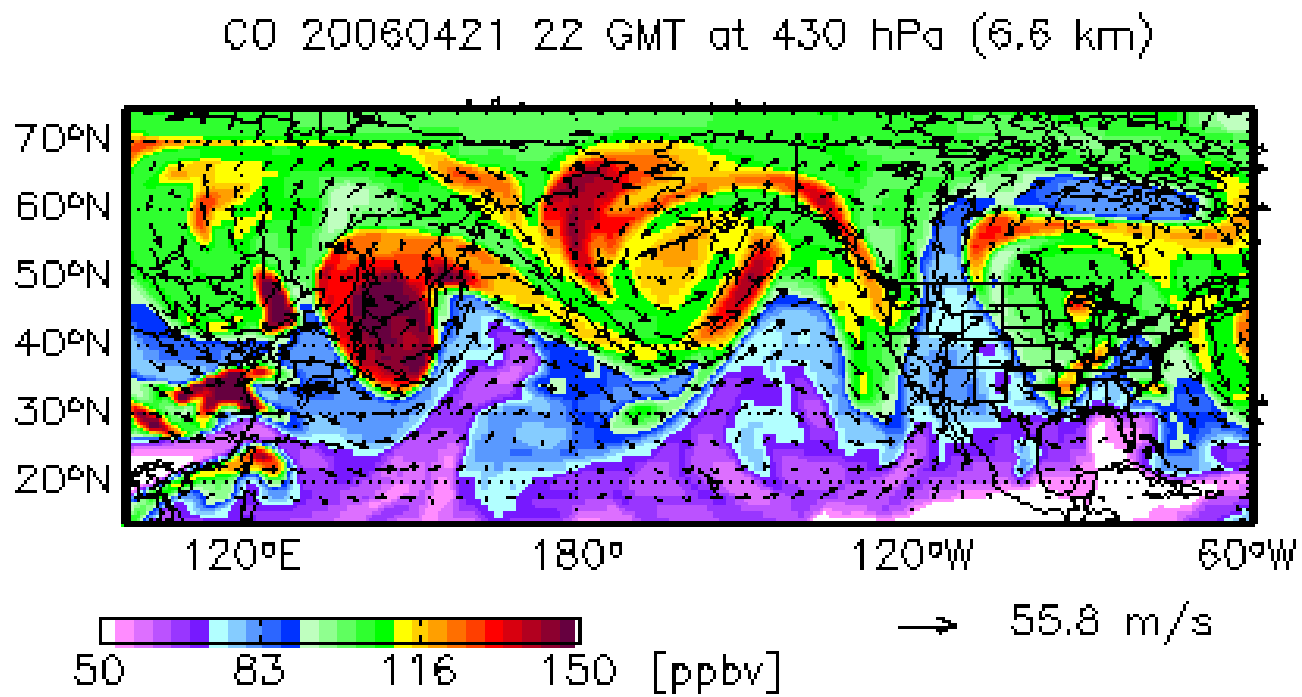
4/20 00Z forecast – Total CO

Friday, 4/21
22 GMT

600 hPa (4.2 km)



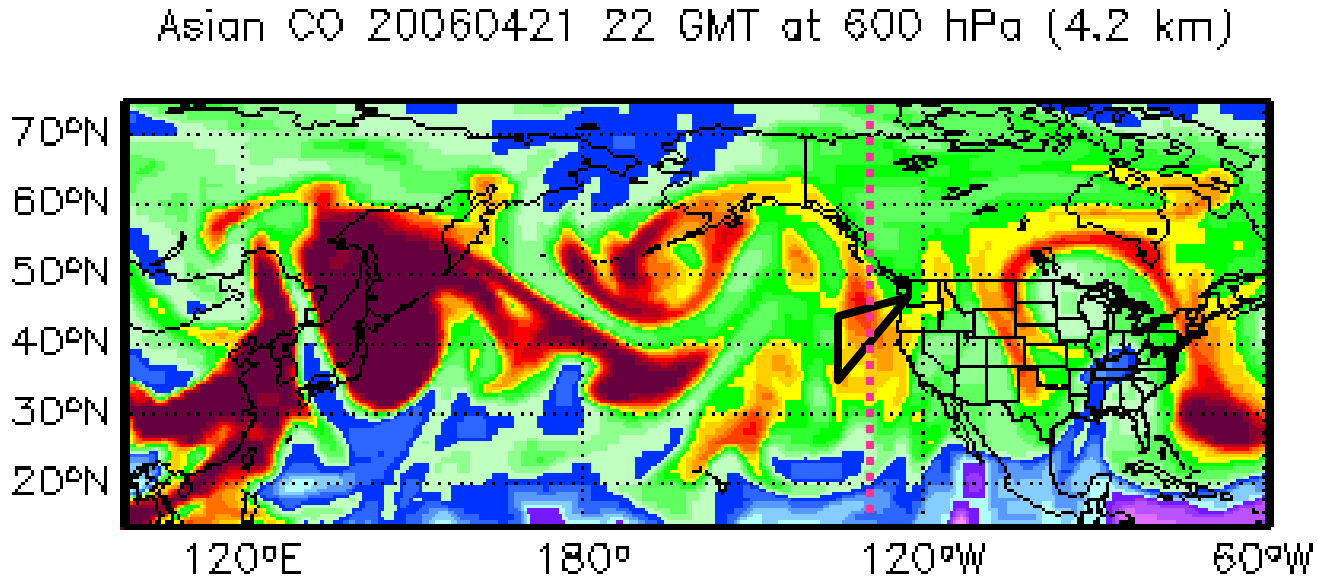
430 hPa (6.6 km)



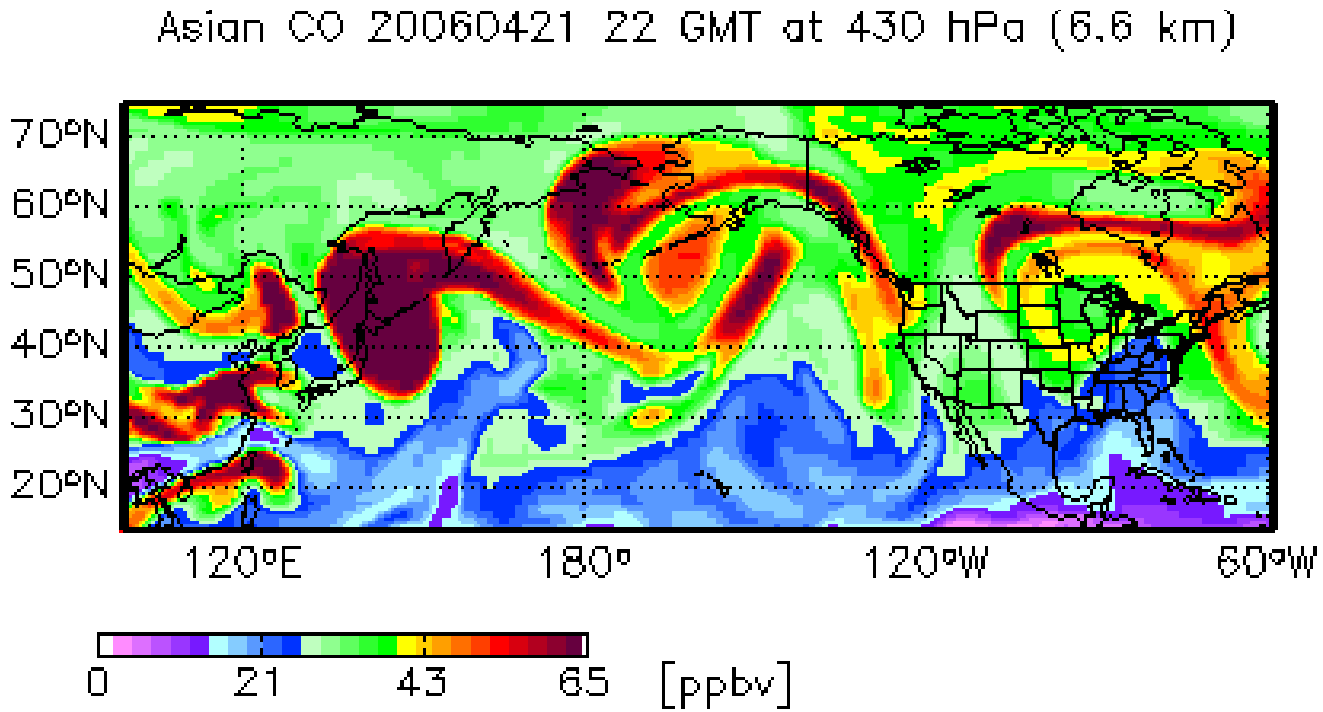
4/20 00Z forecast – Asian CO

Friday, 4/21
22 GMT

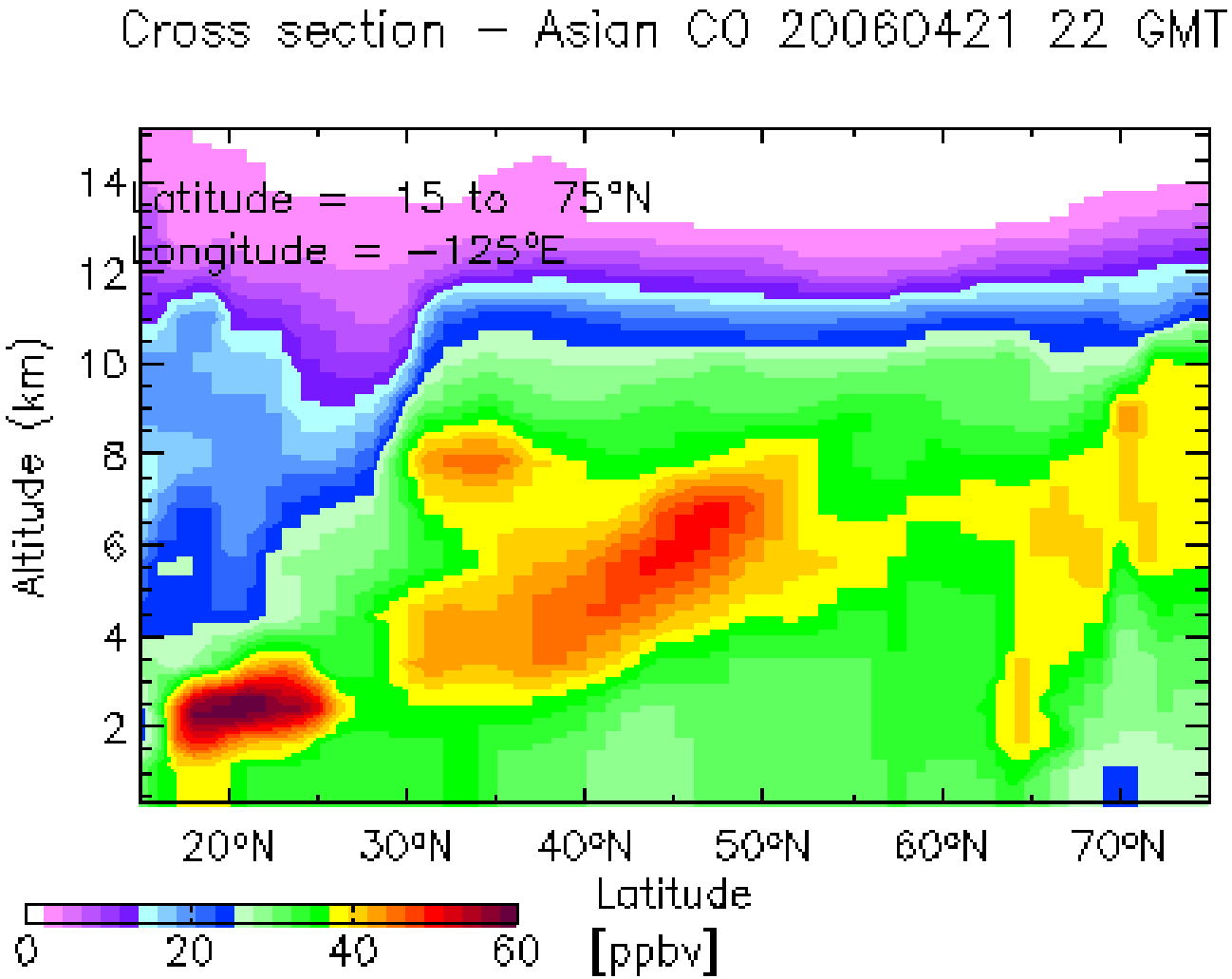
600 hPa (4.2 km)

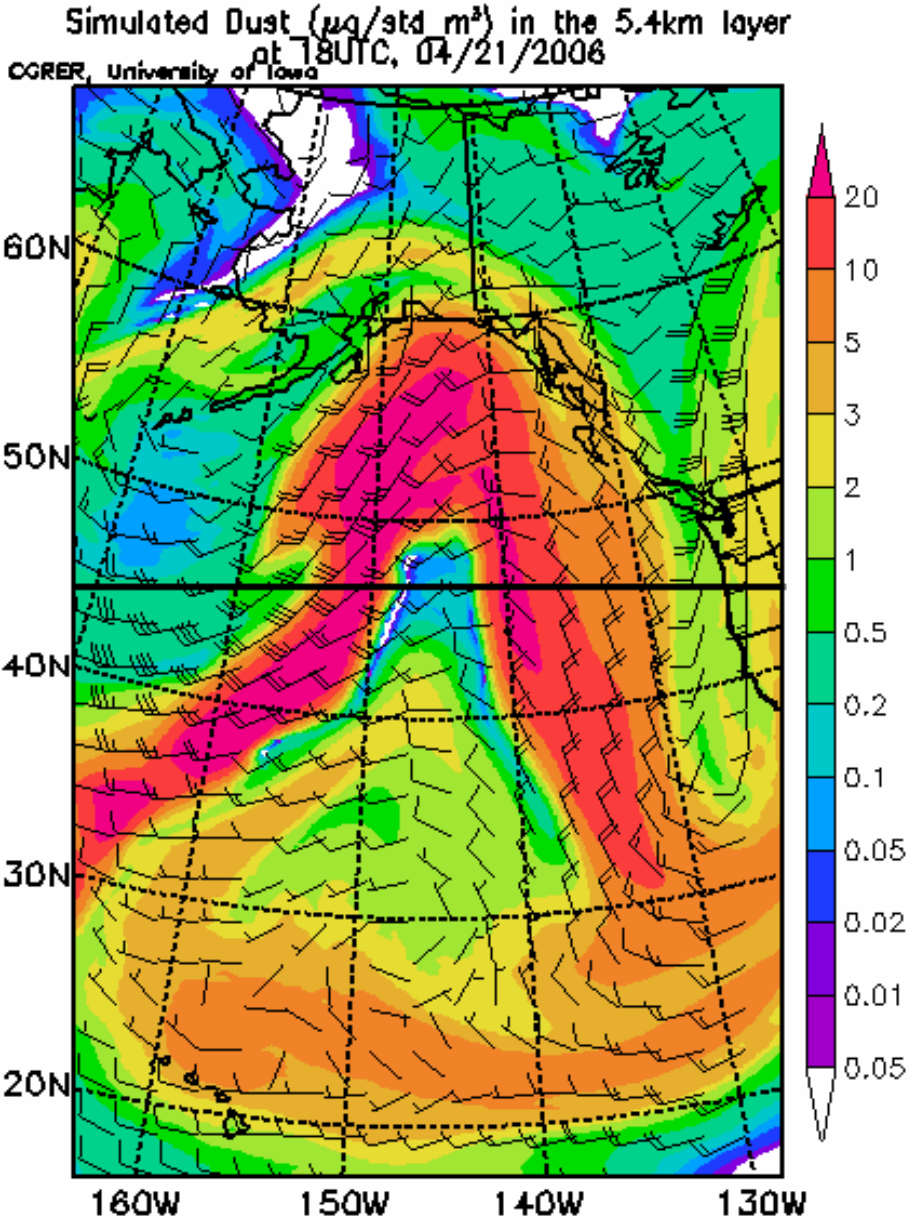


430 hPa (6.6 km)

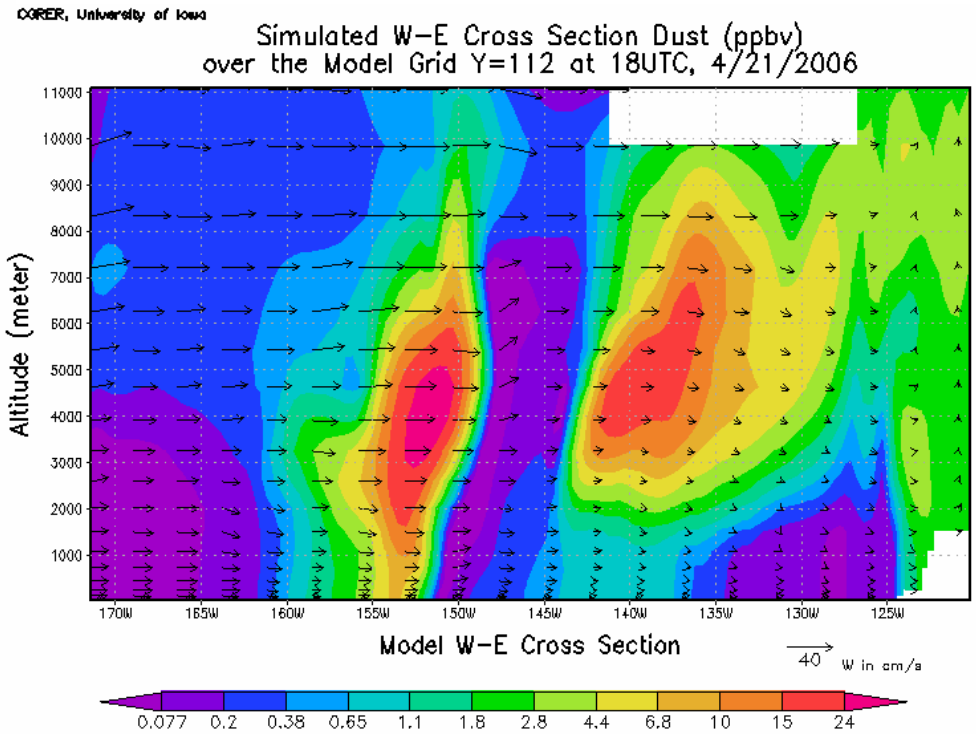


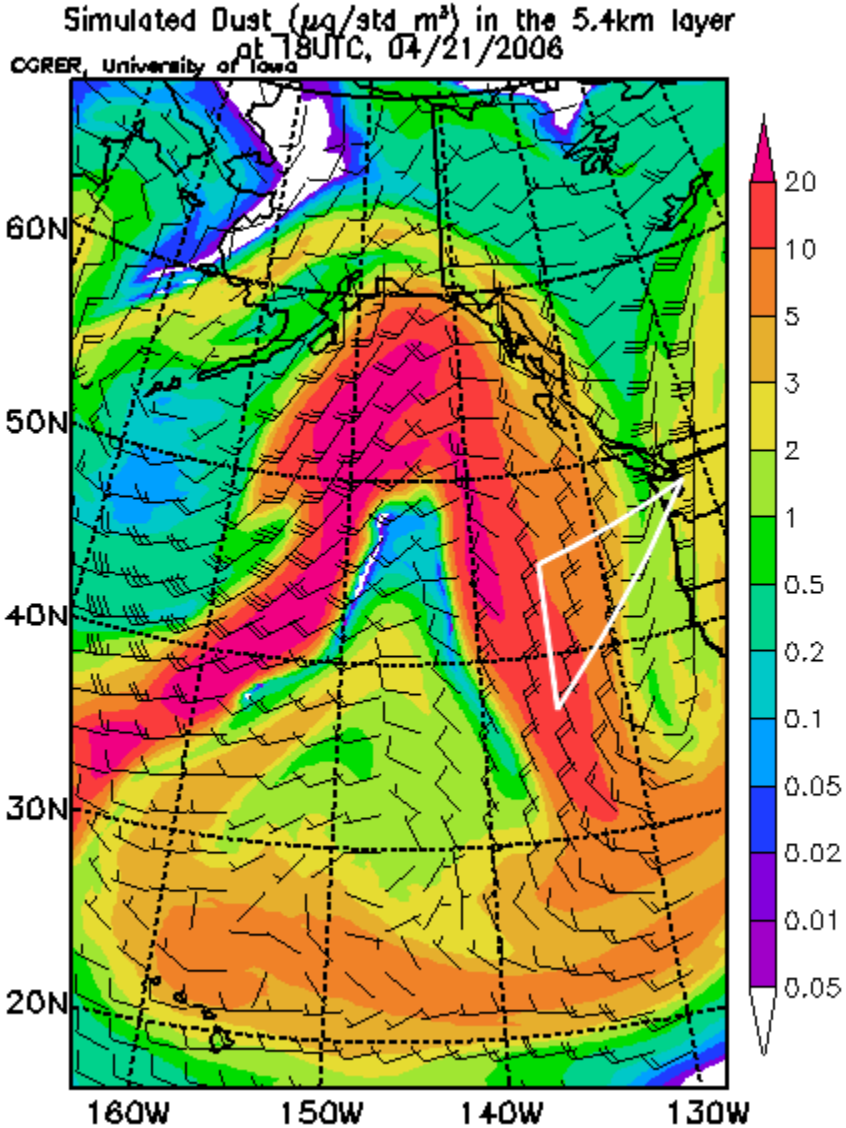
Friday, 4/21 -- 4/20 00Z forecast
Asian CO @125°W, 15-75°N

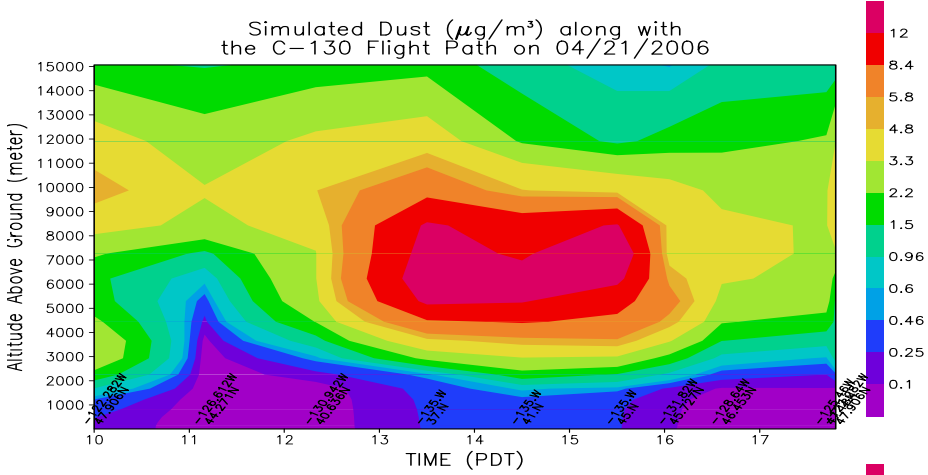


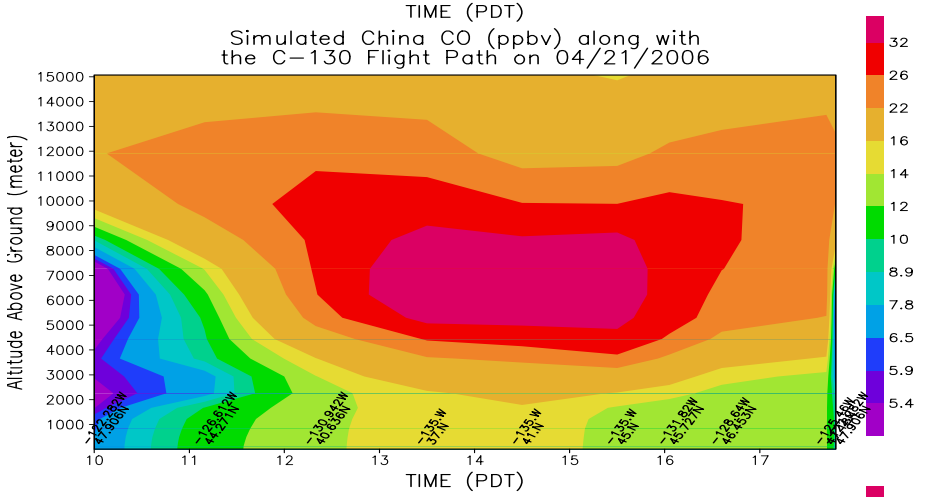


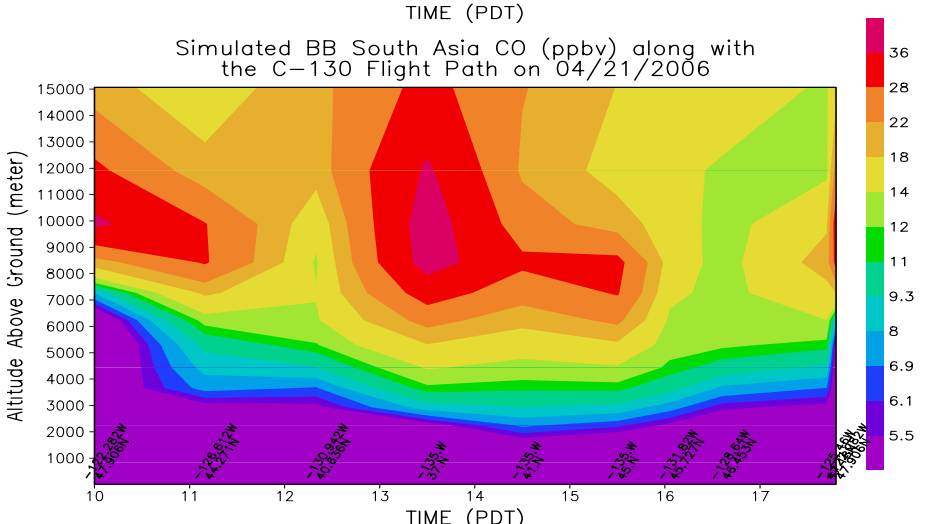
C-130's Friday flight should be able to capture Asian dust signal from 4 to 6km











BB plume may to too high to be encountered by C-130, but we should see Chinese pollutants and dust air masses.