



Atmospheric CO₂ measurement using dispersive infrared spectroscopy with a scanning Fabry-Pérot interferometer sensor

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A novel infrared absorption spectroscopic based measurement technique was developed for atmospheric CO₂ measurement by using a new scanning Fabry-Pérot interferometer sensor. The sensor measures the optical spectra in the mid infrared (3900nm to 5220nm) wavelength range with full width half maximum (FWHM) spectral resolution of 78.8 nm at the CO₂ absorption band (~4280 nm) and sampling resolution of 20 nm. The CO₂ concentration is determined from the measured optical absorption spectra by fitting it to the CO₂ reference spectrum. Interference from other major absorbers in the same wavelength range, e.g., carbon monoxide (CO) and water vapor (H₂O), was taken out by including their reference spectra in the fit as well. An iterative algorithm to account for the non-linear response of the fit function to the absorption cross sections due to the broad instrument function was developed and tested. The detailed descriptions of the instrumental setup, the retrieval procedure, a modeling study for error analysis as well as laboratory validation using standard gas concentrations are presented.

A modeling study of the retrieval algorithm showed that errors due to instrument noise can be considerably reduced by using the dispersive spectral information in the retrieval. The mean measurement error of the prototype DIRS CO₂ measurement for 1 minute averaged data is about \pm 2.5 ppmv, and down to \pm 0.8 ppmv for 10 minute averaged data. A field test of atmospheric CO₂ measurements were carried out in an urban site in Hong Kong for a month and compared to a commercial non-dispersive infrared (NDIR) CO₂ analyzer. 10 minute averaged data shows good agreement between the DIRS and NDIR measurements with Pearson correlation coefficient (R) of 0.99. A CO₂ episode observed during the measurement period was analysis by the Hybrid Single Particle Lagrangian Integrated Trajectory (HYSPLIT) model. Result shows the air mass was recirculated in the region which indicates that the CO₂ episode may result from the accumulation of local emissions. A pronounced bimodal CO₂ diurnal profile was observed indicating the CO₂ concentration is mainly related to the increase in traffic load during the rush hours.