In the Comprehensive Observation Network for Trace gases by AirLiner (CONTRAIL) project, high-frequency and wide-ranging CO2 data in the upper troposphere (UT)/lower stratosphere (LS) region have been obtained by Continuous CO2 Measuring Equipment (CME) onboard commercial aircraft operated by Japan Airlines (JAL).

The observed distributions in UT/LS region showed that CO2 isopleths followed the tropopause during the winter and spring. On the other hand, distributions tracked potential temperature surfaces crossing the tropopause in summer, suggesting fast meridional transport of high CO2 from the tropical troposphere. However, it is difficult to show how the tropospheric air masses intrude into the lower stratosphere across the tropopause due to the limited observational data.

Recently, we conducted CONTRAIL transport model intercomparison to improve our knowledge of three-dimensional structures of atmospheric CO2. The distributions in UT/LS region simulated by four global chemical transport models (ACTM, MJ98-CDTM, NICAM-TM, NIES) with common CO2 flux dataset were used to study the transport processes near the tropopause. It was shown that the models reproduced observed CO2 distributions following the tropopause in winter-spring season, although the CO2 gradients across the tropopause are underestimated by approximately 2 ppm between 300 and 350 K in potential temperature surfaces. In summer, the isentropic transport of high CO2 from the upper-troposphere in lower latitudes to the lower-stratosphere in higher latitudes were well simulated by the models. The detailed processes of transport will be analyzed and shown in the meeting.

Keywords: CO2, transport model, UT/LS exchange