

## Correction to Ozone Levels in Passenger Cabins of Commercial Aircraft on North American and Transoceanic Routes

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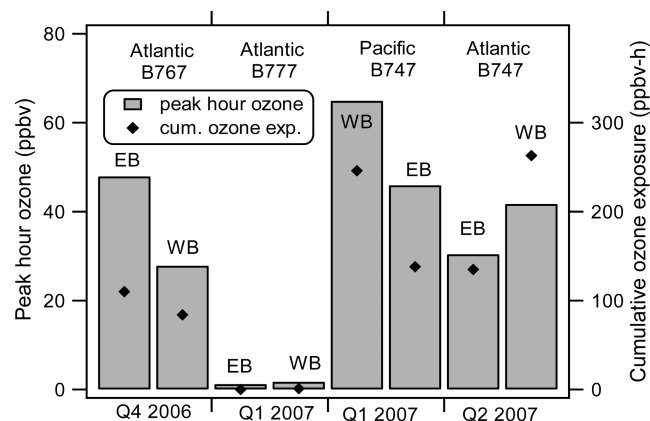
### Supporting Information

We regret the following errors, which affect some detailed results in the published paper to a small degree. The errors only influenced the data on transoceanic flights. The qualitative findings in the paper remain unchanged.

- Most of the transoceanic flight data did not include a calibration adjustment. The published results should be divided by 0.9, except for the geometric mean peak 1 h ozone level, which is correct as published.
- Data below the reporting threshold were incorrectly omitted when computing log-normal statistics for sample-averaged ozone levels on the transoceanic flights.
- The sample durations reported in Table S2 in the Supporting Information require a small adjustment to account for an instrument warm-up period, which reduces their values by about 5%.

The specific corrections that should be made to the published paper are these:

- Abstract: The upper bound of peak-hour ozone levels on transoceanic flights should be 65 ppbv (not 58 ppbv).
- Results and discussion, third paragraph: For transoceanic segments: the peak 1 h arithmetic mean (AM) ozone is 33 ppbv (not 29 ppbv); the sample-average AM is 15 ppbv (not 13 ppbv); sample-average ozone levels have a median of 15 ppbv, maximum of 30 ppbv and, on two flights, were too low to measure reliably (delete parenthetical note reporting GM = 8.6 ppb, GSD = 7.2).
- Results and discussion, sixth paragraph: 60% (not 50%) of exposures on our sample of transoceanic flights are in the range 100–600 ppbv.
- Figure 2 should be replaced by the following corrected form.



- A new version of the online Supporting Information contains corrected data in Table S2. Other elements in that file are unchanged.

### ASSOCIATED CONTENT

#### Supporting Information

This material is available free of charge via the Internet at <http://pubs.acs.org>.

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