

FT-IR MEASUREMENTS OF CROSS SECTIONS OF COLD C₃H₈ IN THE 7 - 15 μm FOR TITAN

KEEYOON SUNG, GEOFFREY C. TOON, LINDA R. BROWN, *Jet Propulsion Laboratory, California Institute of Technology, 4800 Oak Grove Dr., Pasadena, CA 91109*; ARLAN W. MANTZ, *Dept. of Physics, Connecticut College, New London, CT 06320*; MARY ANN H. SMITH, *Science Directorate, NASA Langley Research Center, Hampton, VA 23681*.

To support atmospheric remote sensing of Titan, the absorption cross sections of N₂-broadened C₃H₈ were obtained at temperatures between 145 and 296 K. For this, 35 spectra of pure- and N₂-broadened propane were recorded in the 670 to 1900 cm⁻¹ region using a Fourier transform spectrometer (Bruker IFS-125HR) at the Jet Propulsion Laboratory. A 20.38 cm path temperature-stabilized cryogenic absorption cell was used, which was developed at Connecticut College and described previously [1]. We report the absorption cross sections at the various cold temperatures for nine strong fundamental bands (ν_{26} , ν_8 , ν_{21} , ν_{20} , ν_7 , ν_{19} , ν_{18} , ν_4 , ν_{24}) as well as for many contributions from hot and combination bands. In addition, we present results from 'pseudo-line generation' (<http://mark4sun.jpl.nasa.gov/data/spec/Pseudo/Readme>), which includes mean intensities and effective lower state energies on a 0.005 cm⁻¹ frequency grid determined in the 690 - 1536 cm⁻¹ region from all 35 high-resolution laboratory spectra. It was observed that the pseudo lines reproduce all the observed spectral transmittances well within 3% and the C₃H₈ amounts within 4% on the average. The measured cross sections and synthetic spectra from the pseudoline compilation are compared to earlier work, including the C₃H₈+N₂ spectra recorded at PNNL [2] and line-by-line predictions available [3, 4].^{a b}

^a[1] K. Sung, A. W. Mantz, M. A. H. Smith, et al., *J Mol Spectrosc* 262, 122, 2010.; [2] S. W. Sharpe, et al., *Appl Spectrosc* 58, 1452, 2004.; [3] J. M. Flaud et al., *Mol Phys* 108, 699, 2010.; [4] J. M. Flaud et al., *J Chem Phys* 114, 9361, 2001.

^bThe research described in this paper was performed at the Jet Propulsion Laboratory, California Institute of Technology and at The College of William and Mary under contracts with National Aeronautics and Space Administration. US Government Support Acknowledged.