

Table 3: Change of the mean annual temperature for selected North American Stations.

* Means value unreliable due to scattering data or lack of data.

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| Station | Period | missing before/after 1980 | Slope [$^{\circ}\text{C}\cdot\text{a}^{-1}$] | |
|--------------------------------------|-----------|---------------------------------|--|----------------------|
| | | | before 1980 | after |
| Canada | | | | |
| Eureka / Nunavut (Ellesmere Island) | 1951–2016 | 2/0 | -0.063 ± 0.019 | $+0.078 \pm 0.018$ |
| Paulatuk (Northwest Territories) | 1951–2019 | 2/2 | -0.031 ± 0.028 | $+0.028 \pm 0.014$ |
| Alaska, USA | | | | |
| Barrow | 1951–2019 | 10/3 | -0.083 ± 0.042 | $+0.118 \pm 0.016$ |
| Nome | 1952–2019 | 6/0 | $+0.035 \pm 0.034$ | -0.002 ± 0.019 |
| Fairbanks | 1951–2019 | 9/2 | $+0.034 \pm 0.036^*$ | $+0.029 \pm 0.017$ |
| St. Paul Island (Alaska) | 1952–2019 | 11/2 | $-0.005 \pm 0.036^*$ | $+0.025 \pm 0.018^*$ |
| Canada | | | | |
| Whitehorse (Yukon Territory) | 1951–2019 | 2/2 | -0.022 ± 0.024 | $+0.028 \pm 0.014$ |
| Fort Nelson (British Columbia) | 1955–2019 | 1/0 | $+0.057 \pm 0.020$ | $+0.028 \pm 0.012$ |
| Sandspit (British Columbia) | 1954–2019 | 2/14 | $+0.010 \pm 0.018^*$ | $+0.025 \pm 0.009$ |
| Vancouver Airport (British Columbia) | 1950–2019 | 1/0 | -0.002 ± 0.012 | $+0.016 \pm 0.007$ |
| The Pas (Manitoba) | 1949–2007 | 0/0 | $+0.012 \pm 0.015$ | $+0.025 \pm 0.028$ |
| Bagotville (Québec) | 1954–2019 | 1/1 | -0.024 ± 0.017 | $+0.034 \pm 0.012$ |
| Coral Harbour Airport (Nunavut) | 1953–2019 | 2/1 | -0.018 ± 0.031 | $+0.053 \pm 0.022$ |
| Kuuujuaq (Québec) | 1955–2019 | 0/0 | -0.043 ± 0.027 | $+0.052 \pm 0.019$ |
| Goose (Newfoundland) | 1949–2019 | 3/0 | -0.029 ± 0.026 | $+0.041 \pm 0.016$ |
| Montreal | 1949–2019 | 1/0 | -0.044 ± 0.013 | $+0.047 \pm 0.011$ |
| France | | | | |
| Saint–Pierre | 1954–2019 | 12/4 | -0.024 ± 0.015 | $+0.021 \pm 0.012$ |
| USA | | | | |
| Spokane Airport (Washington) | 1951–2019 | 3/0 | $+0.004 \pm 0.016$ | $+0.030 \pm 0.011$ |
| Medford (Oregon) | 1952–2019 | 4/0 | $+0.006 \pm 0.015$ | $+0.033 \pm 0.009$ |
| Great Falls Airport (Montana) | 1951–2019 | 3/2 | $+0.003 \pm 0.022$ | $+0.003 \pm 0.016$ |
| Sheridan (Wyoming) | 1951–2019 | 4/5 | $-0.027 \pm 0.020^*$ | $+0.010 \pm 0.009^*$ |
| Bismarck (North Dakota) | 1951–2019 | 5/1 | -0.023 ± 0.021 | $+0.021 \pm 0.017$ |
| Duluth Airport (Minnesota) | 1951–2019 | 0/0 | -0.016 ± 0.014 | $+0.034 \pm 0.014$ |

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Table 3: North American Stations, continued

| Station | Period | missing before/after 1980 | Slope [$^{\circ}\text{C}\cdot\text{a}^{-1}$] | |
|--------------------------------------|-----------|---------------------------------|--|----------------------|
| | | | before 1980 | after |
| Sault Ste. Marie (Michigan) | 1951–2019 | 2/4 | -0.049 ± 0.012 | $+0.052 \pm 0.014$ |
| Caribou (Maine) | 1951–2019 | 6/0 | -0.013 ± 0.018 | $+0.031 \pm 0.011$ |
| Boise Airport (Idaho) | 1951–2019 | 3/0 | -0.015 ± 0.014 | $+0.060 \pm 0.011$ |
| North Platte Airport (Nebraska) | 1951–2019 | 7/1 | -0.039 ± 0.019 | $+0.019 \pm 0.011$ |
| Des Moines Airport (Iowa) | 1951–2019 | 3/0 | $+0.005 \pm 0.016$ | $+0.032 \pm 0.014$ |
| Winnemucca Airport (Nevada) | 1951–2019 | 7/0 | $+0.004 \pm 0.013$ | $+0.019 \pm 0.010$ |
| Salt Lake City Airport (Utah) | 1952–2019 | 3/0 | $+0.005 \pm 0.017$ | $+0.039 \pm 0.011$ |
| Wichita (Kansas) | 1951–2019 | 4/0 | -0.026 ± 0.019 | $+0.036 \pm 0.011$ |
| St. Louis Airport (Missouri) | 1951–2019 | 6/0 | $-0.022 \pm 0.012^*$ | $+0.036 \pm 0.008$ |
| Columbus (Ohio) | 1951–2019 | 5/1 | -0.036 ± 0.017 | $+0.036 \pm 0.010$ |
| Washington (Virginia) | 1951–2019 | 6/1 | $+0.007 \pm 0.014^*$ | $+0.037 \pm 0.009$ |
| Buffalo (New York) | 1951–2019 | 4/3 | -0.035 ± 0.013 | $+0.022 \pm 0.011$ |
| Boston (Massachusetts) | 1951–2019 | 6/2 | -0.029 ± 0.012 | $+0.019 \pm 0.009$ |
| New York LaGuardia Airport | 1951–2019 | 2/0 | -0.032 ± 0.013 | $+0.035 \pm 0.009$ |
| Nashville (Tennessee) | 1951–2019 | 4/1 | -0.037 ± 0.016 | $+0.031 \pm 0.010$ |
| Cape Hatteras (North Carolina) | 1951–2018 | 2/6 | -0.027 ± 0.016 | $+0.033 \pm 0.012$ |
| San Francisco (California) | 1951–2019 | 2/0 | $+0.006 \pm 0.014$ | $+0.023 \pm 0.008$ |
| San Diego (California) | 1951–2019 | 3/1 | $+0.020 \pm 0.015^*$ | $+0.009 \pm 0.012^*$ |
| Las Vegas (Nevada) | 1951–2019 | 3/1 | $+0.003 \pm 0.013$ | $+0.069 \pm 0.008$ |
| Phoenix (Arizona) | 1951–2019 | 3/0 | $+0.033 \pm 0.020$ | $+0.051 \pm 0.008$ |
| Tucson (Arizona) | 1986–2019 | –/0 | — | $+0.030 \pm 0.009$ |
| Albuquerque (New Mexico) | 1951–2019 | 2/0 | -0.034 ± 0.013 | $+0.034 \pm 0.007$ |
| El Paso (Texas) | 1951–2019 | 3/0 | -0.042 ± 0.011 | $+0.064 \pm 0.008$ |
| Abilene (Texas) | 1952–2019 | 3/0 | -0.028 ± 0.017 | $+0.027 \pm 0.008$ |
| North Little Rock Airport (Arkansas) | 1951–2019 | 4/13 | -0.034 ± 0.015 | $+0.024 \pm 0.011$ |
| Atlanta (Georgia) | 1949–2019 | 4/0 | $-0.044 \pm 0.014^*$ | $+0.036 \pm 0.009$ |
| Charleston (South Carolina) | 1949–2019 | 3/2 | $-0.004 \pm 0.011^*$ | $+0.025 \pm 0.009$ |
| New Orleans (Louisiana) | 1949–2019 | 1/0 | -0.036 ± 0.013 | $+0.052 \pm 0.008$ |
| Jacksonville (Florida) | 1949–2019 | 4/0 | -0.043 ± 0.009 | $+0.018 \pm 0.009$ |
| Brownsville (Texas) | 1949–2019 | 2/0 | -0.023 ± 0.011 | $+0.031 \pm 0.007$ |
| Miami (Florida) | 1949–2019 | 4/0 | $+0.006 \pm 0.008$ | $+0.030 \pm 0.006$ |

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Table 3: North American Stations, continued

| Station | Period | missing before/after 1980 | Slope [$^{\circ}\text{C}\cdot\text{a}^{-1}$] | |
|-------------------------------|-----------|---------------------------------|--|----------------------|
| | | | before 1980 | after |
| <i>México</i> | | | | |
| La Paz (Baja California Sur) | 1952–2019 | 16/13 | $-0.066 \pm 0.030^*$ | $+0.040 \pm 0.009$ |
| Chihuahua | 1952–2019 | 13/18 | -0.016 ± 0.018 | $+0.047 \pm 0.013$ |
| Torreón (Coahuila) | 1952–2018 | 17/19 | $-0.014 \pm 0.032^*$ | $+0.029 \pm 0.013$ |
| Monterrey (Nuevo León) | 1952–2019 | 16/16 | $-0.060 \pm 0.028^*$ | $+0.019 \pm 0.007^*$ |
| Mazatlán (Sinaloa) | 1952–2019 | 20/15 | $-0.016 \pm 0.051^*$ | $+0.026 \pm 0.010$ |
| Zacatecas | 1952–2019 | 20/22 | $-0.047 \pm 0.040^*$ | $+0.028 \pm 0.009^*$ |
| Tampico (Tamaulipas) | 1952–2018 | 15/19 | -0.030 ± 0.020 | $+0.012 \pm 0.012$ |
| Guadalajara (Jalisco) | 1952–2019 | 20/31 | $-0.003 \pm 0.021^*$ | $+0.026 \pm 0.009^*$ |
| Guanajuato | 1952–2019 | 18/13 | $+0.009 \pm 0.029^*$ | $+0.022 \pm 0.011$ |
| Manzanillo (Colima) | 1952–2019 | 14/13 | -0.012 ± 0.014 | $+0.041 \pm 0.010$ |
| Morelia (Michoacán) | 1952–2019 | 19/16 | $-0.002 \pm 0.011^*$ | $+0.020 \pm 0.007$ |
| Veracruz | 1952–2019 | 14/13 | $-0.014 \pm 0.007^*$ | $+0.037 \pm 0.005$ |
| Mérida (Yucatán) | 1950–2019 | 14/13 | $-0.008 \pm 0.016^*$ | $+0.037 \pm 0.009$ |
| Chetumal (Quintana Roo) | 1953–2019 | 23/14 | — | $+0.036 \pm 0.008$ |
| Acapulco de Juárez (Guerrero) | 1950–2019 | 16/19 | $-0.023 \pm 0.016^*$ | $+0.016 \pm 0.009^*$ |
| Tapachula (Chiapas) | 1952–2019 | 15/18 | $+0.029 \pm 0.015^*$ | $+0.041 \pm 0.009$ |