First Measurement of Jets and Missing Transverse Energy with the ATLAS Calorimeter at $\sqrt{s} = 900 \text{ GeV}$ and $\sqrt{s} = 7 \text{ TeV}$

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What I will try to convey

- You have heard (quite a bit) about:
 - How we collect data with the missing transverse energy, τ (*next!*) and e/ γ trigger systems at both Level-1 and the HLT. (H. Beauchemin, V. Dao, T. Childers, A. Sfyrla)
 - How ATLAS has used the test beams to develop extensive understanding of the hadronic showers and calibrations. (M. Simonyan and G. Pospelov)
 - How the hadronic, EM and forward calorimeters perform in the first data. (D. Gillberg, H. Zhang, C. Gabaldon, V. Rossetti, G. Usai)
 - How these calorimeters respond to single pions and the use of topological cluster calibration in the very first collision data. (M. Simonyan and P. Giovannini)
 - How the ECAL is used to reconstruct e/γ in the very first collision data (D. Banfi)

I will try to convey to you how all of this hard work has translated into the first measurements of jets, jet properties, calibrations and missing transverse energy at several center-of-mass energies.





The 2009 and 2010 Data Sample



- Peak luminosity: $\sim 7 \times 10^{26} \text{cm}^{-2} \text{s}^{-1}$
- Integrated luminosity: 12 µb⁻¹ (stable beams, 30% syst)
- Peak luminosity: $\sim 2 \times 10^{28} \text{cm}^{-2} \text{s}^{-1}$
- Integrated luminosity: **2.5** nb⁻¹



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FIRST OBSERVATION OF JETS AND MEASUREMENTS OF MISSING ET



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Observation of jets at $\sqrt{s} = 0.9, 7 \text{ TeV}$



Di-jet production at $\sqrt{s} = 0.9, 7 \text{ TeV}$



Missing transverse energy at $\sqrt{s} = 0.9, \ 2.36, 7 \text{ TeV}$



Missing transverse energy resolution



the full 900 GeV running period





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JET RECONSTRUCTION AND CALIBRATION SCHEMES



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Inputs to jet reconstruction

The performance and physics potential of **jetbased analyses** depends crucially on the **calorimeter performance** and the understanding of the **inputs** to jet reconstruction

- ATLAS uses two primary jet inputs
 - Topological clusters
 - nearest neighbor energy significance

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 Noise suppressed towers using cells in clusters





Jet calibration schemes in ATLAS

- ATLAS has developed several calibration schemes with different levels of complexity and sensitivity to systematic effects
- Complementary in how they contribute to the understanding of the jet energy measurement

(Talk by M. Simonyan on in-situ techniques)

EM+JES	Simple p_T and η -dependent calibration (MC or data)
GS	Global sequential calibration using jet properties (MC or data)
GCW	Cell energy-density-based weighting (MC-based)
LCW	Cluster property-based weighting (MC-based)



Derived using MC at $\sqrt{s} = 10$ TeV





Inputs to calibration schemes at $\sqrt{s} = 900 \text{ GeV}$



- (A) A good agreement between MC and data for long. layer energies in jets.
- (B) Cell energy densities described well at low energy density with a slightly lower average cell-energy density
- (C) Cluster property-based weighting agrees to within 4% across all η for the combined dead material, hadronic response and out-of-cluster corrections.

(see talk by P. Giovannini)





JET PROPERTIES AND INTERNAL STRUCTURE



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Jet properties at $\sqrt{s} = 900 \text{ GeV}$

- Tracks and energy distributions within jets will form a basis for understanding the process of jet production and internal jet structure at higher \sqrt{s}
- Describing these properties constitutes a crucial step towards the precise determination of the jet energy scale





Jet properties using tracking at $\sqrt{s}=900~{\rm GeV}$



- Our MC offers a good description of the charged particle properties of jets
 - Track multiplicity in jets very close to expectations
 - Dependence of track multiplicity on jet p_T agrees quite well (sensitive to fragmentation)
- Important for jet energy scale and resolution (as well as systematics)
 - $-f_{track}$ has been demonstrated to help improve the jet energy resolution





Jet width at $\sqrt{s} = 900 \text{ GeV}$

- Width: First moment of the radial energy distribution in the jet
 - Reduce sensitivity to quark vs. gluon jets
 - Has been shown to aid in improving the jet energy scale
 - Wider jets typically affected more by noncompensation
- Shape of the width distribution described well by MC
- ...but jets in data are "wider"





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Jet shapes using calorimetry



- The more detailed "jet profile" has been measured at multiple colliders
- It is sensitive to a proper understanding of the jet fragmentation process, the detector response to low energy particles, underlying event and more.
- We find that our MC provides a good description of the jet profile, although here we *also see wider jets in the data* (*less energy in core, more in periphery*).



USING MISSING ET AT $\sqrt{s} = 7 \text{ TeV}$



ATLES A

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Candidate for $W \rightarrow e v$ decay, collected on 5 April 2010.





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Summary and Conclusions

- The ATLAS detector has been operating and collecting data at high efficiency at both 900 GeV and 7 TeV center-of-mass energy since November 2009.
- Calorimeter performance meets expectations and is well modeled by the Monte Carlo simulation.
- Jet production, missing transverse energy measurements and kinematic distributions are in excellent agreement with predictions.
- Jet reconstruction and calibration are studied with multiple schemes and inputs within ATLAS and the performances are very close to that expected from MC.
- Jet properties and shapes studies indicate important differences with respect to MC that are likely related to a combination of detector and physics effects.





ADDITIONAL MATERIAL



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The ATLAS Detector



The ATLAS Calorimeters



Stability of MET over time at $\sqrt{s} = 900 \text{ GeV}$



Anti-k_t jet algorithm in ATLAS

- The anti- k_t jet algorithm
 - Infrared and collinear safe algorithm
 - Use exactly the same algorithm for theory calculations and experimental measurements
- Primary algorithm for ATLAS
 - Common choice between ATLAS and CMS
 - Shows best stability and performance even at high luminosities



- Using AntiKt algorithm of the fastjet [1] library
- Use clusters or towers as proto-jets and define a distance measure:

$$\mathcal{A}_{ij} = \min\left(\frac{1}{\mathrm{p}_{\mathrm{T}_{i}}^{2}}, \frac{1}{\mathrm{p}_{\mathrm{T}_{j}}^{2}}\right) \frac{\Delta_{ij}^{2}}{R^{2}} \tag{1}$$

$$v_{ii} = \frac{1}{p_{T_i^2}}$$
(2)

where:

• $\Delta_{\imath\jmath} = (\phi_{\imath} - \phi_{\jmath})^2 + (y_{\imath} - y_{\jmath})^2$

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- p_{T_i}, y_i, and φ_i are the transverse momentum, rapidity and azimuth of proto-jet i
- R = 0.6 (0.4) in ATLAS reconstruction
- Until no proto-jet are left compute all d_{ij} and take smallest d_{ij} :
 - $\imath \neq \jmath\;$ Remove proto-jet \imath and \jmath and add 4-vector sum as new proto-jet
 - i = j Remove proto-jet i and call it a final jet





Jet shapes using tracking



- Can also measure jet profile using tracks
- See the same effects: *jets are wider in data than in MC*
- Measurement only possible in fiducial tracking volume ($|\eta| < 2.5$, so $|\eta^{jet}| < 1.9$ for R=0.6 jets)





More on inputs to jet reconstruction



ATLAS Tracking and Jets

