## Pushing the limits by looking within: Jet Substructure with the ATLAS Detector

#### 7+8 TeV and Beyond: the Era of Jet Substructure

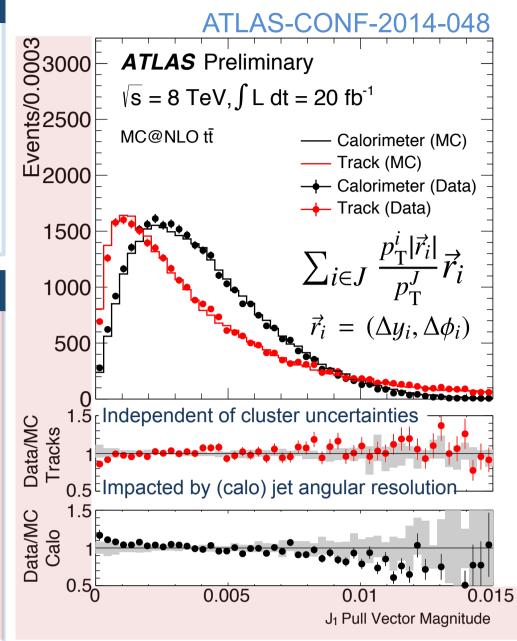
ATLAS has collected a large number of hadronically decaying boosted top quarks and W bosons.

The orientations of their constituents, measured in the calorimeter or the inner detector, provide powerful tools for understanding their properties and discriminating them from background processes.

# Jet Sub/Superstructure Performance The jet pull vector is a weighted radial

(2<sup>nd</sup>) moment over jet constituents. Its magnitude describes the spread of energy in the jet and its direction with respect to other jets contains information about inter-jet radiation.

The angle is insensitive to the overall jet energy (uncertainty), but depends on cluster/track energy/angle resolutions.



### Determining the Jet Mass Performance In Situ

 $2 \times 10^{3}$ 

 $p_{-}^{\rm jet}$  [GeV]

from the

calorimeter

nner detector

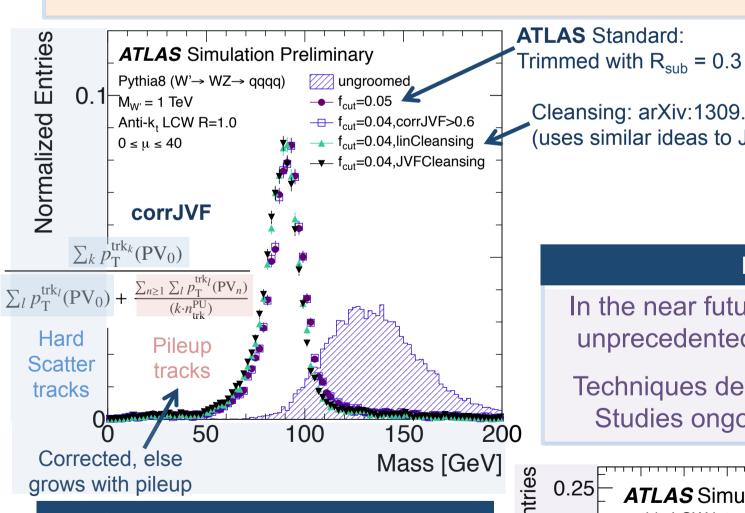
track jet

 $\overline{m, MC}$ track jet

Uncertainty =  $\langle 1 - R_{r \text{ track jet}}^m \rangle$ 

Since the inner detector and calorimeter measurements are independent, one can be used as a handle on the response (reco jet / truth jet) of the other.

For jet mass, this is the only handle on the inclusive response in situ. For  $p_T$ , we now also have  $\gamma$ +jet; for a few topologies, can use hadronic (W/top) resonances.



Orthogonal

Measurements:

 $\overline{m}^{ ext{track jet}}$ 

**ATLAS** Preliminary

anti-k, LCW jet with R=1.0

 $M/p_{_{\perp}} = 0.6$ 

0.08

0.06

0.02

 $2 \times 10^{2}$ 

Trimmed ( $f_{cut}$ =0.05,  $R_{cut}$ =0.3)

Handle on the

 $R_{r \text{ track jet}}^m$ 

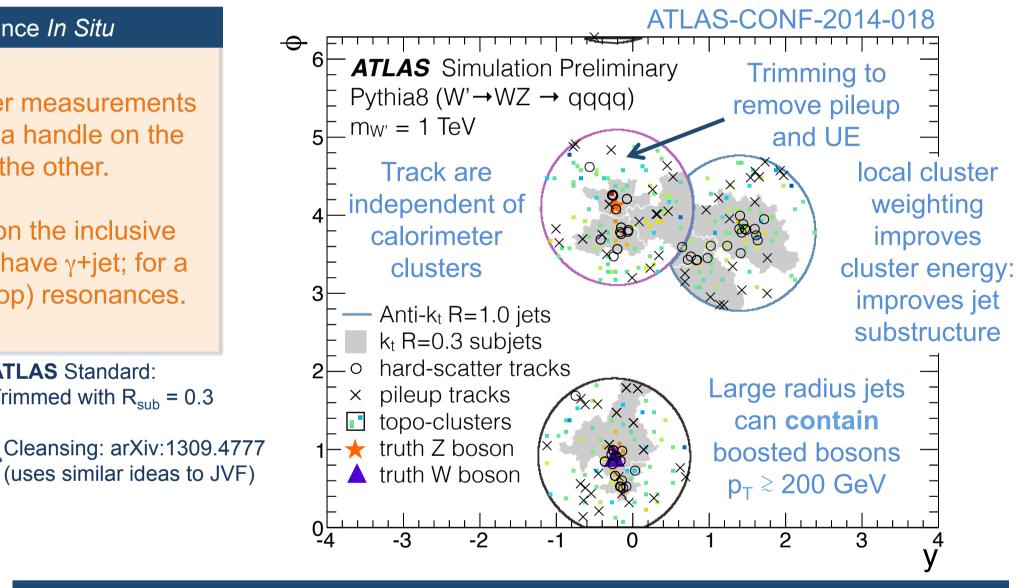
0.1 data/MC response:

 $3 \times 10^{2}$ 

#### Subjet Pileup Jet Discrimination

In addition to developing pileup jet taggers (crucial for jet vetoes in e.g. VBF Higgs), we have used tracks to commission pileup subjet taggers.

Similar performance to trimming, even though orthogonal information (tracks vs calo) is used in the selection of subjets to remove.



#### Looking Ahead: Prospects for Jet mass with High Pileup

In the near future, ATLAS will face 10 x more collisions per bunch crossing – an unprecedented level of noise in the calorimeter, detrimental to jet substructure.

Techniques developed at low  $\mu$  can **still work at high**  $\mu$ , e.g. trimmed jet mass. Studies ongoing for the preservation of soft-radiation sensitive observables.

