

# Numerical Experiments in Diffraction Theory: Edge Diffraction

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# Theory

Theoretical development is done within the context of zero order asymptotic ray theory (ART) – geometrical optics solution.

Point source:

3D spreading:

2.5D solution:

Geometrical Arrival:

$$U_G(\mathbf{r}, \omega) = \frac{F(\omega) \Pi}{L_G(\mathbf{r})} \exp[i\omega \tau_G(\mathbf{r})] \mathbf{e}$$

Diffracted Arrival:

$$U_D(\mathbf{r}, \omega) = \frac{F(\omega) W(\omega, w) \Pi}{L_D(\mathbf{r})} \exp[i\omega \tau_D(\mathbf{r})] \mathbf{e}$$

$L(\mathbf{r})$  – 3D geometrical spreading.

$\Pi$  – Reflection & Transmission Coefficients.

$\tau(\mathbf{r})$  – travel time.

$\mathbf{e}$  – vector decomposition of displacement -  $U(\mathbf{r}, \omega)$ .

$W(\omega, w)$  – diffraction coefficient.

$F(\omega)$  – Fourier time transform of source wavelet.

*Klem-Musatov, K.D., 1995, Theory of edge waves and their use in seismology, SEG Publications, F. Hron and L.R. Lines, Editors.*

# Diffraction Coefficient

- Obtained from the saddle point approximation to a standard diffraction type integral.
- May be expressed in terms of the incomplete gamma

function:

$$W(\omega, w) = \pm \frac{\exp[-i\pi w^2/2]}{2\sqrt{\pi}} \Gamma\left(1/2, -i\pi w^2/2\right)$$

“+” in shadow zone - “-” in illuminated zone

- Argument  $w$  is defined by:  $w^2 \propto \tau_D(\mathbf{r}) - \tau_G(\mathbf{r})$
- For large argument:  $W(\omega, w) \propto 1/\sqrt{\omega}$

# Numerical Results

- Two simple wedge models are considered.
- Only a single geometrical arrival plus the relevant diffracted arrival are shown.
- Synthetics for a VSP and two AVO situations are graphically presented – both V and H components of particle displacement.
- In the final figure the two AVO are added together as this is one of more useful aspects of ART.
- The velocity and density parameters for the two models are given in the following figure.

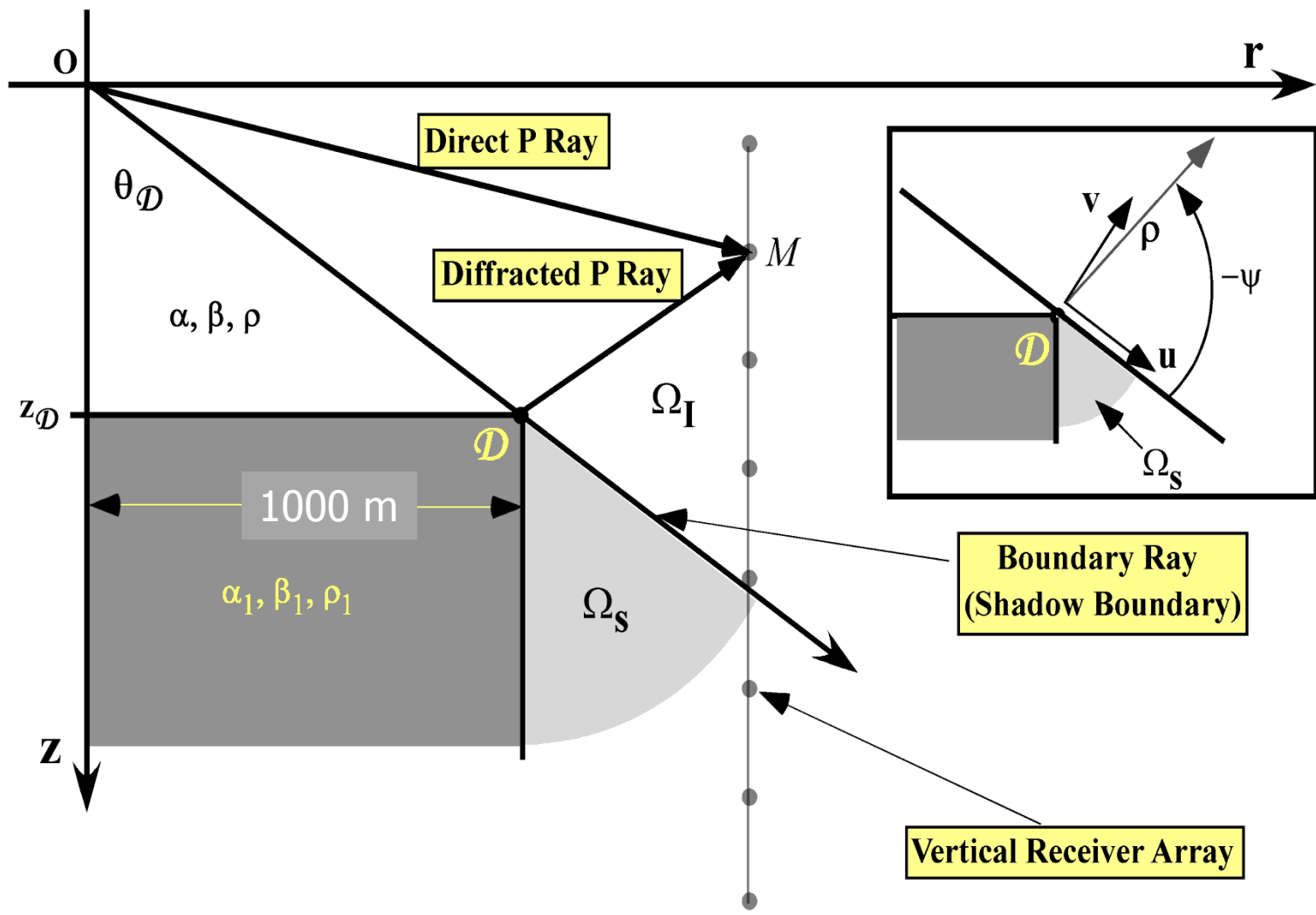
# Model Parameters

	<b>P Velocity (km/s)</b>	<b>S Velocity (km/s)</b>	<b>Density (gm/cm<sup>3</sup>)</b>
<b>Wedge I</b>	<b>2.50</b>	<b>1.44</b>	<b>2.20</b>
<b>Halfspace</b>	<b>2.00</b>	<b>1.15</b>	<b>1.80</b>

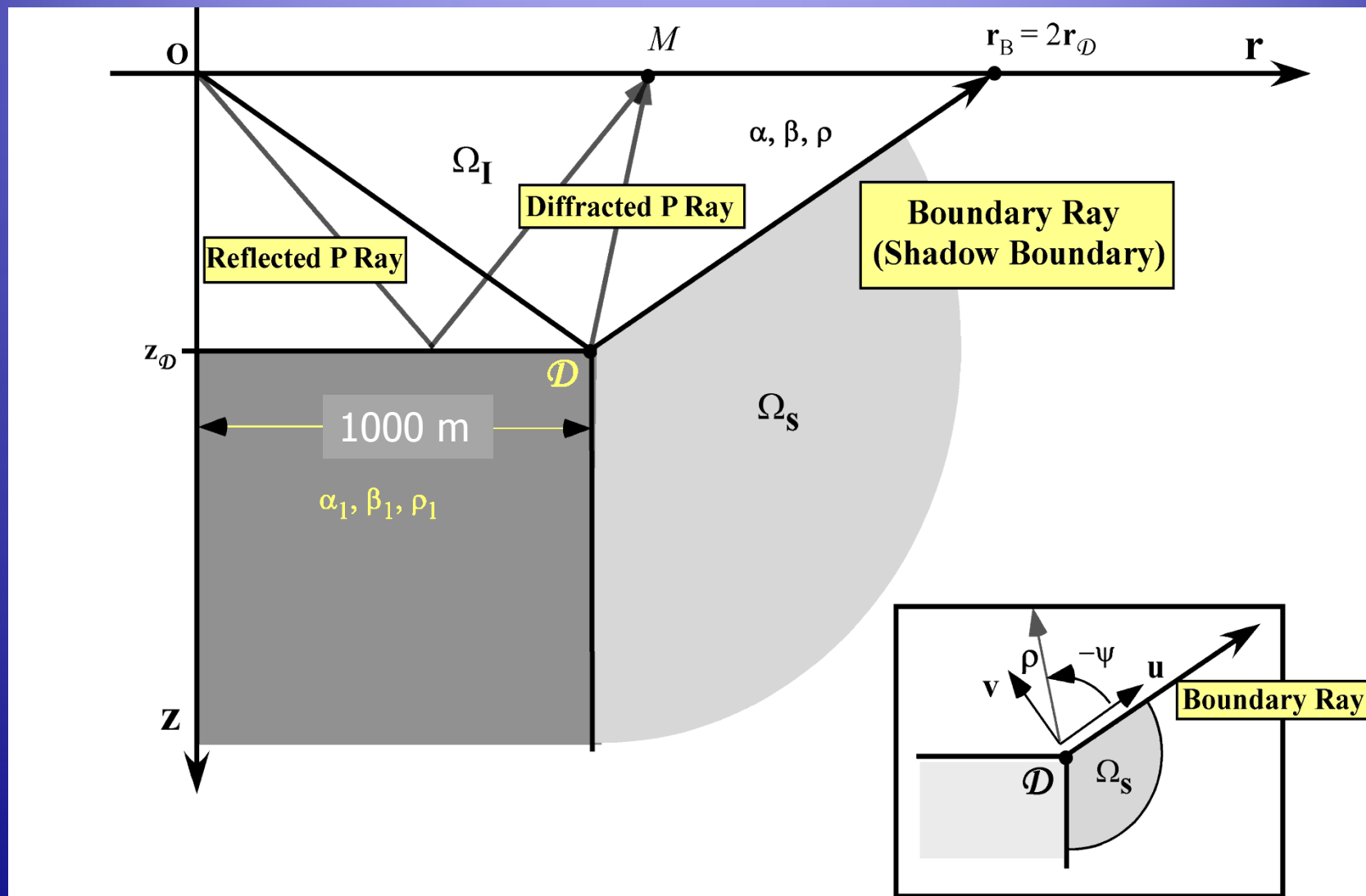
Model I

Model II

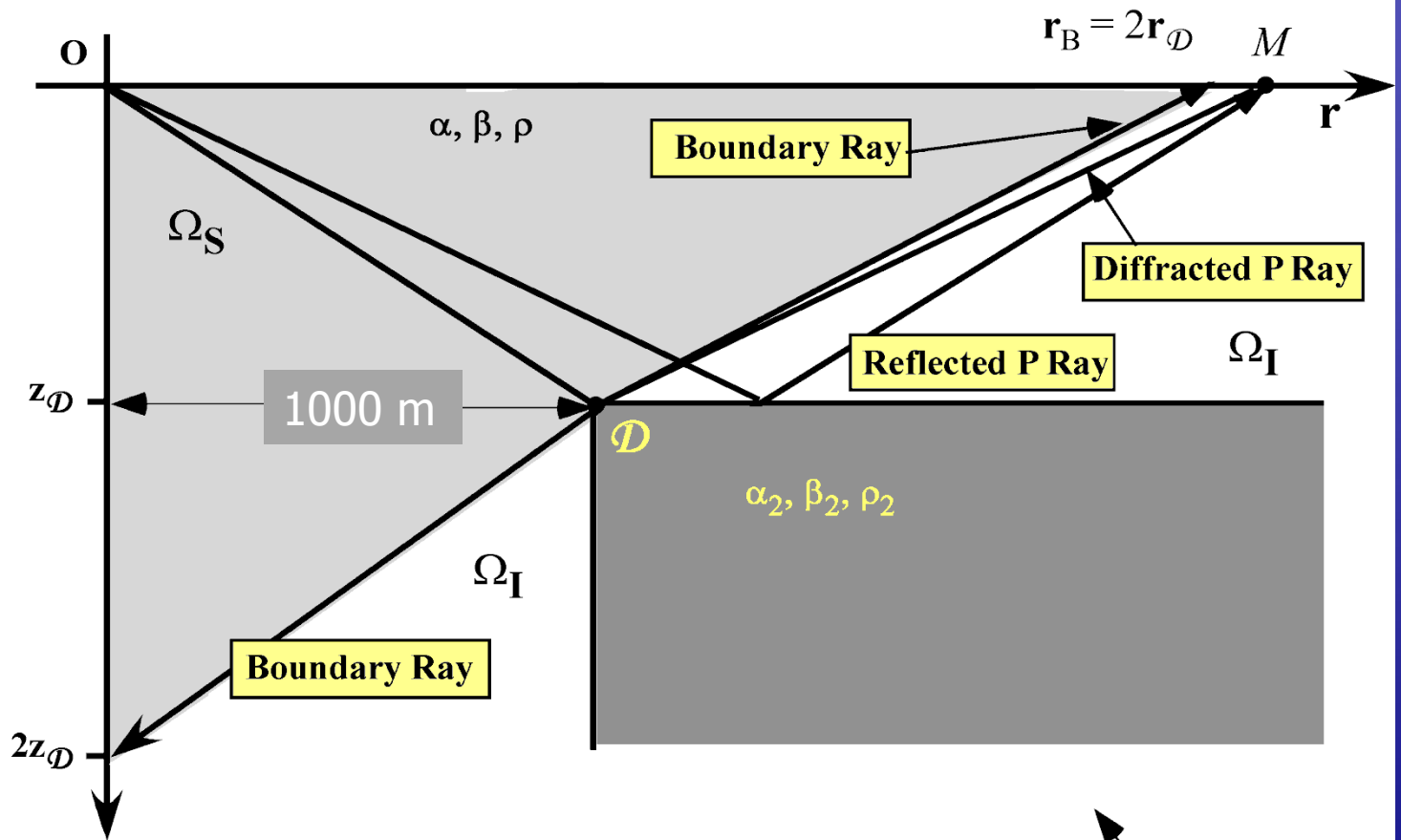
	<b>P Velocity (km/s)</b>	<b>S Velocity (km/s)</b>	<b>Density (gm/cm<sup>3</sup>)</b>
<b>Wedge II</b>	<b>1.60</b>	<b>0.92</b>	<b>1.50</b>
<b>Halfspace</b>	<b>2.00</b>	<b>1.15</b>	<b>1.80</b>



Model I: VSP

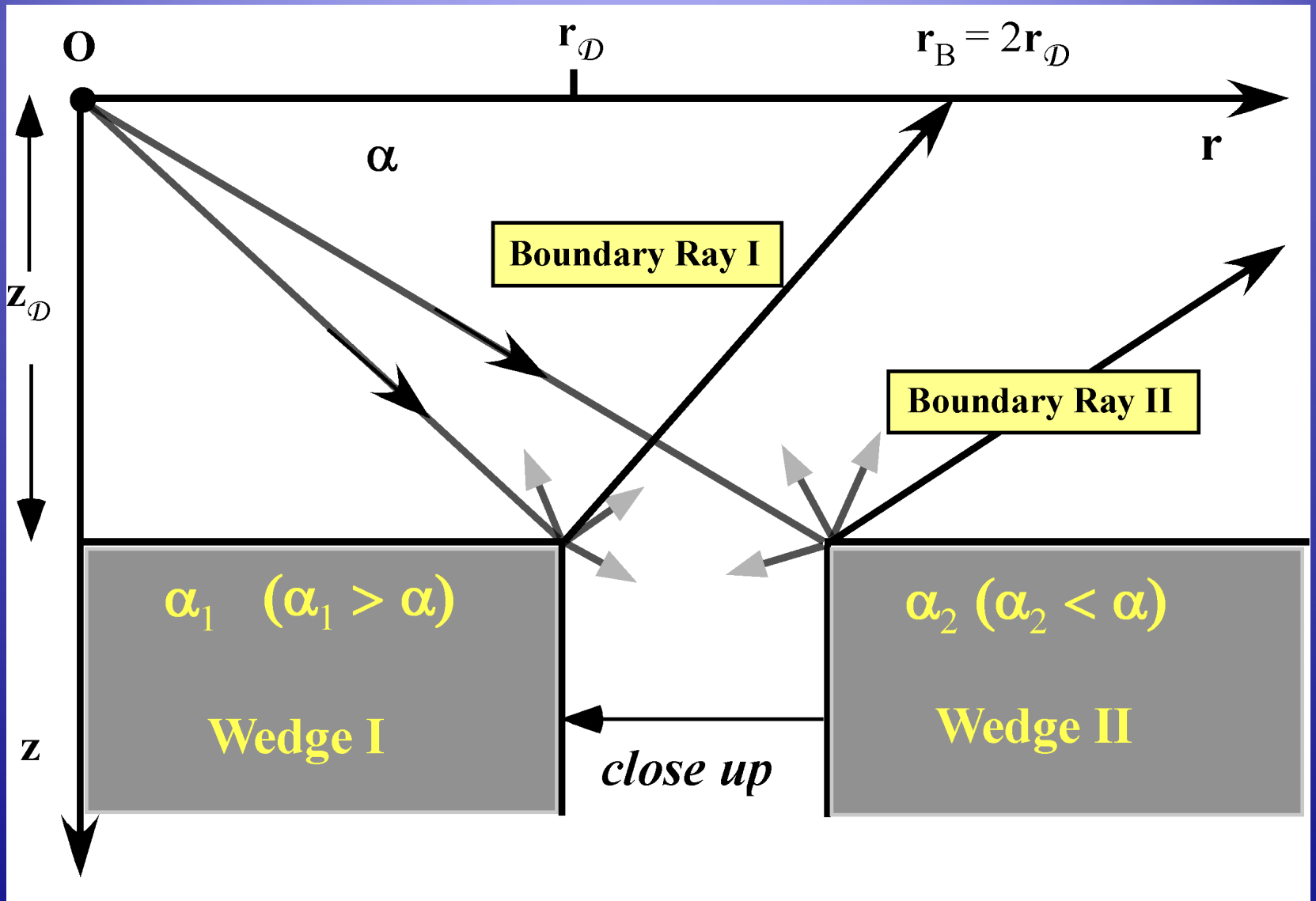


Model I: AVO



Model II: AVO





Model I and II: AVO

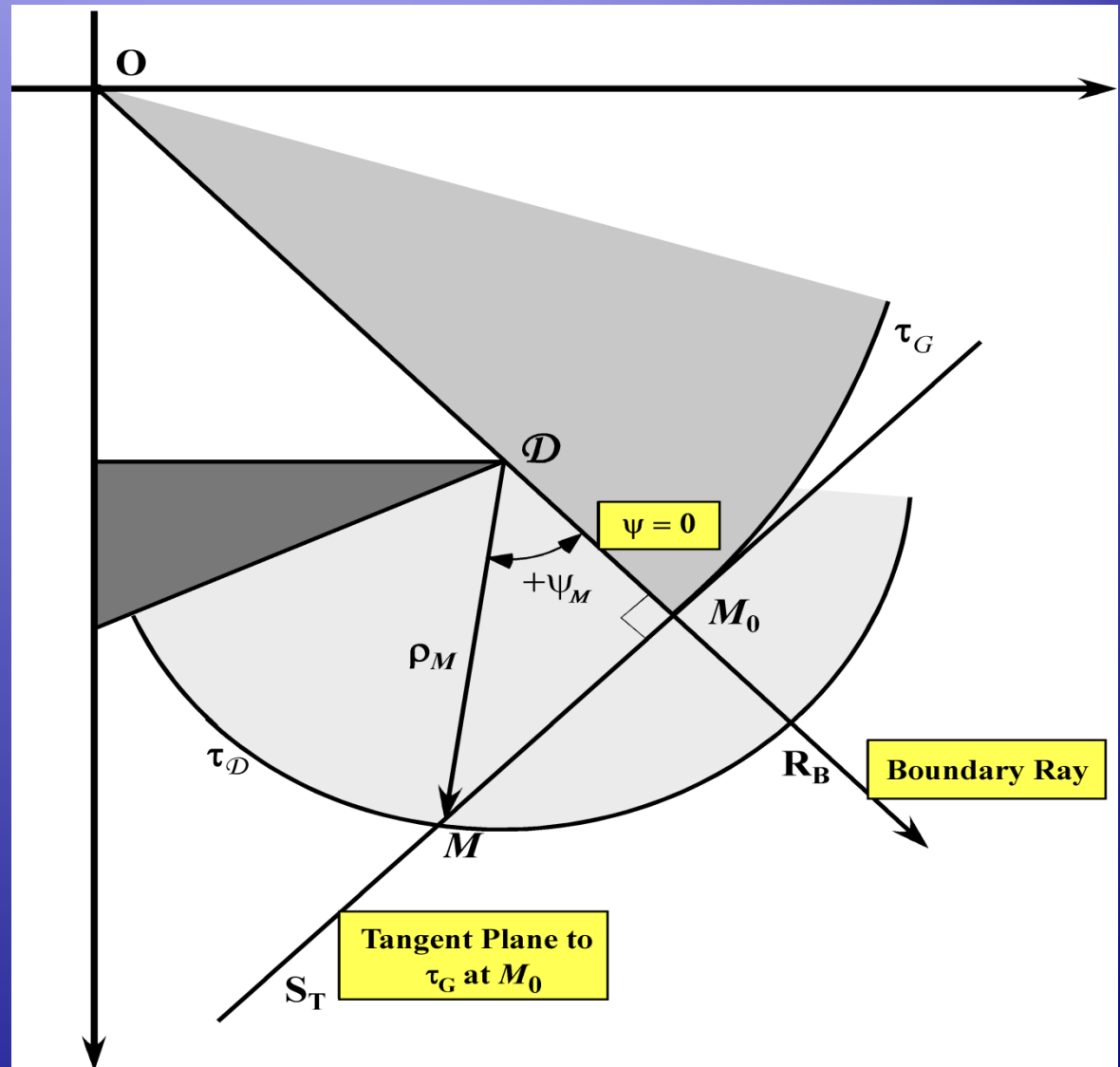
# Analytic Continuation of $\tau_G(\mathbf{r})$ From Illuminated to Shadow Zone

Illuminated Region:

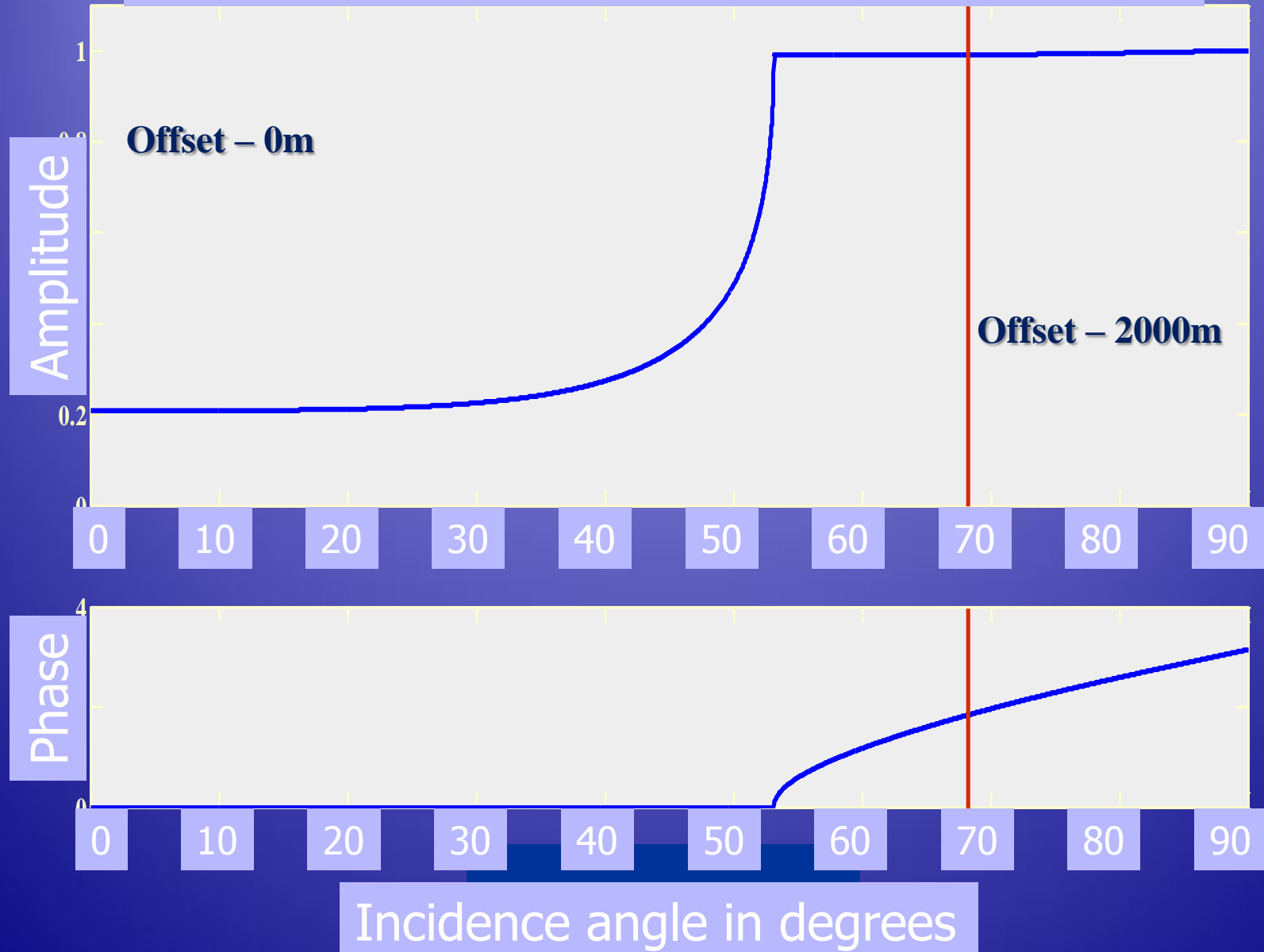
$$w^2 = \left[ \frac{2\omega}{\pi} \left( \tau_D(M) - \tau_G(M) \right) \right]$$

Shadow Region:

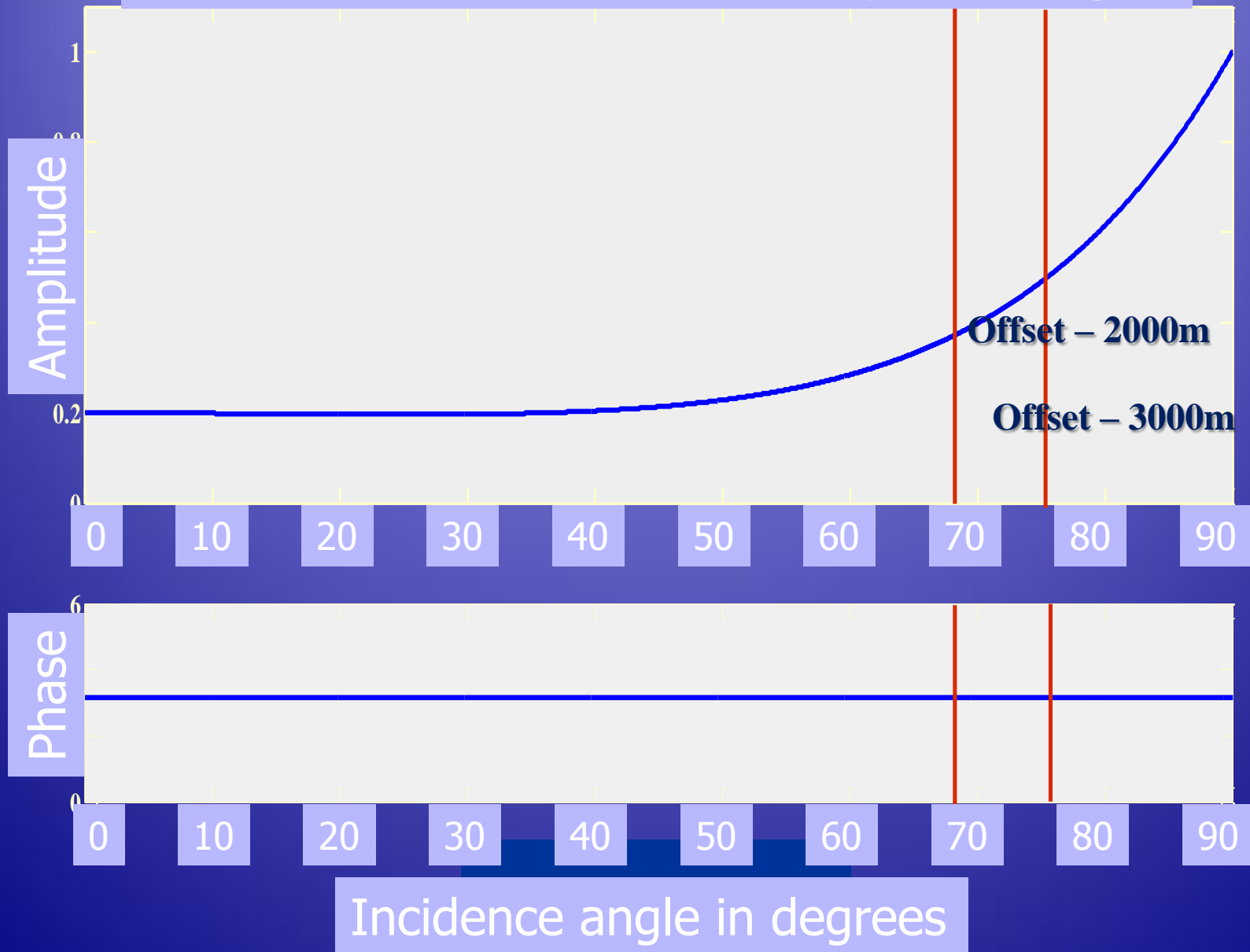
$$w^2 = \left[ \frac{2\omega}{\pi} \left( \frac{\rho_M}{\alpha_1} (1 - \cos \psi_M) \right) \right]$$

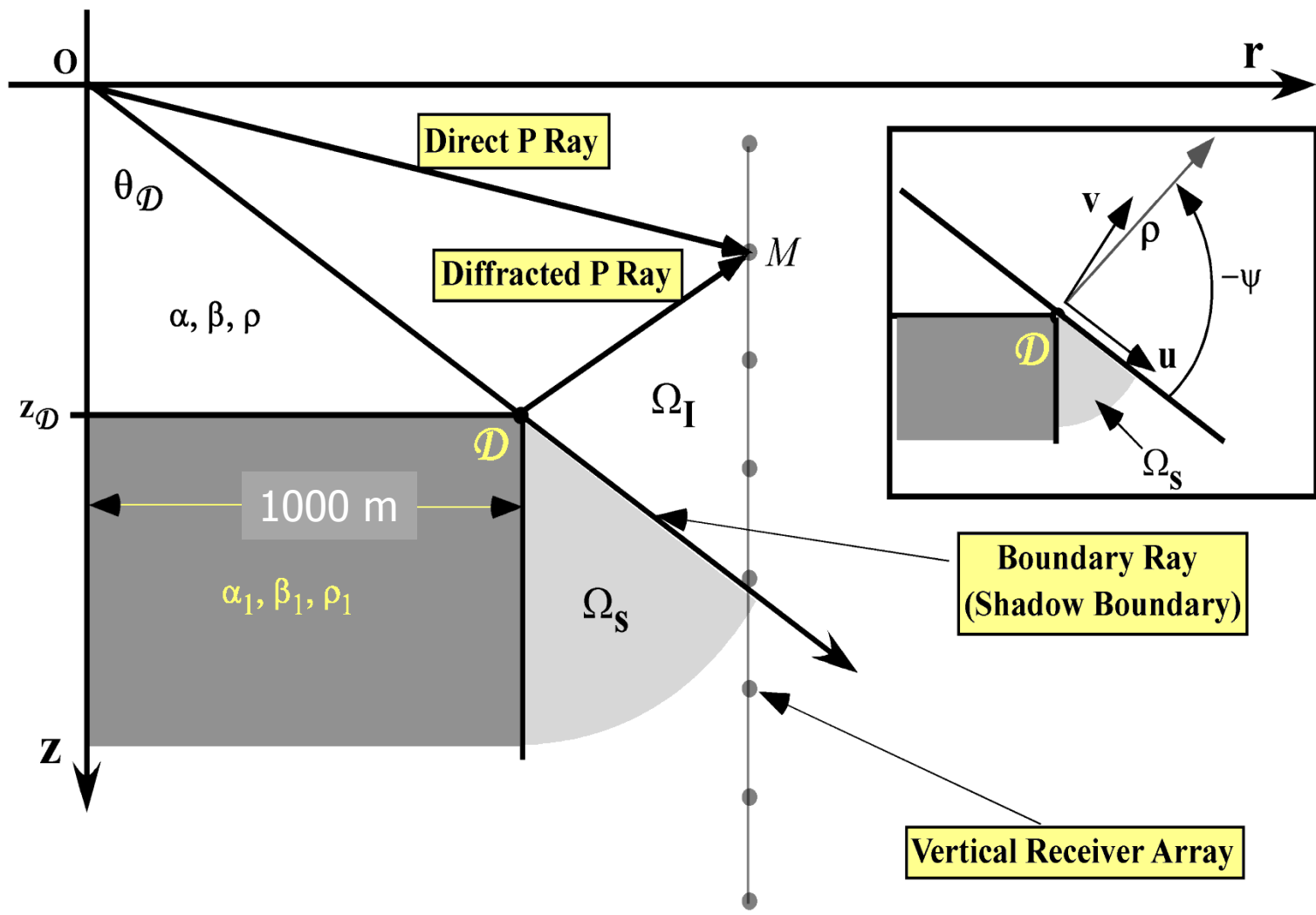


# P1P1 Reflection coefficient Halfspace/WedgeI

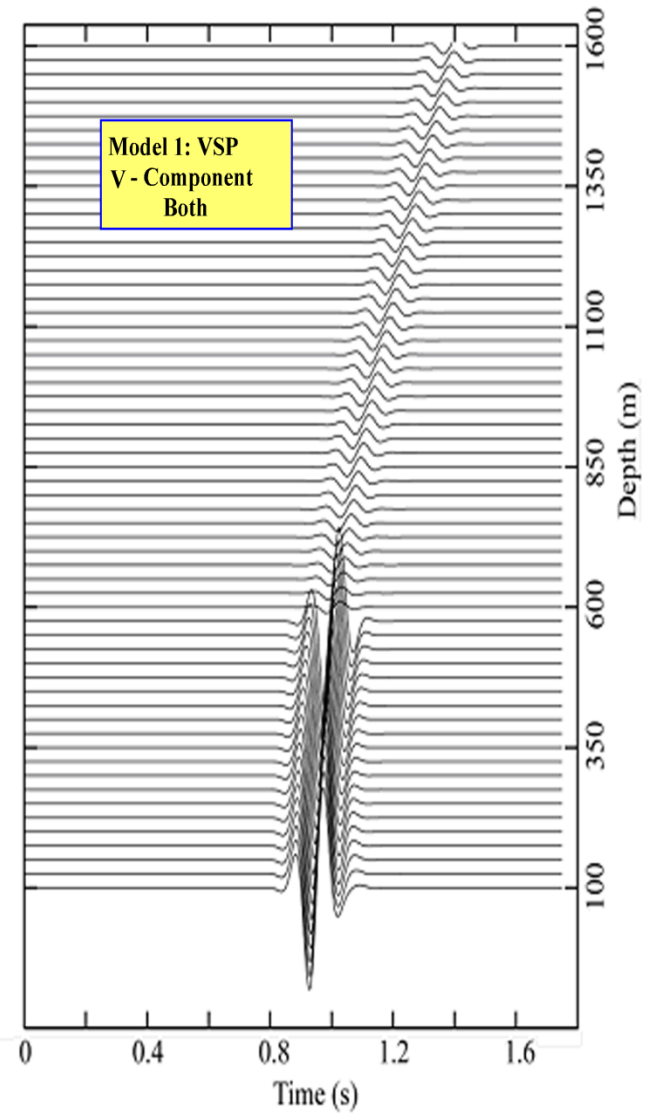
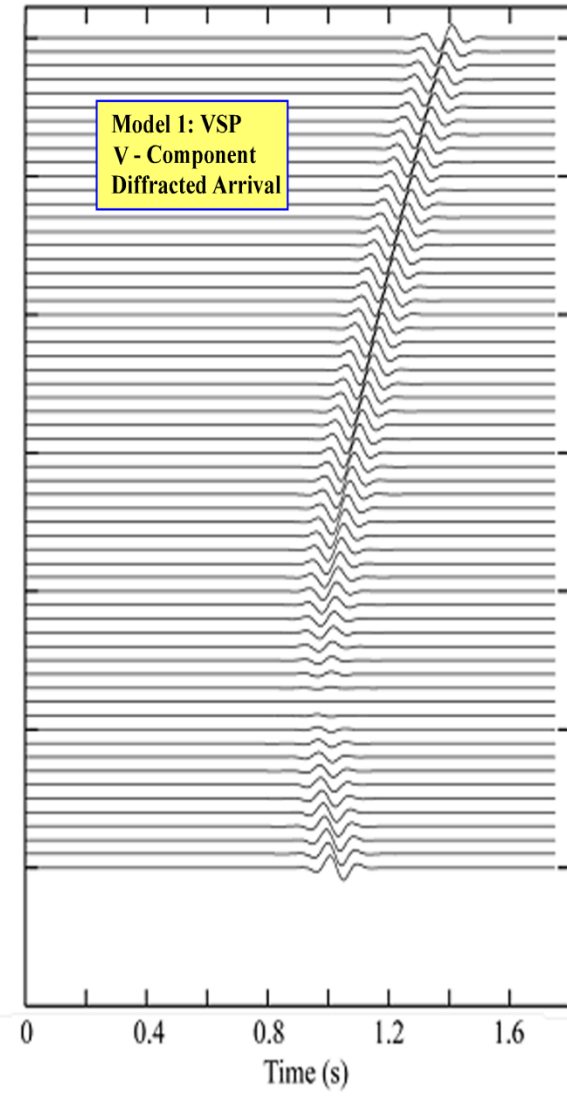
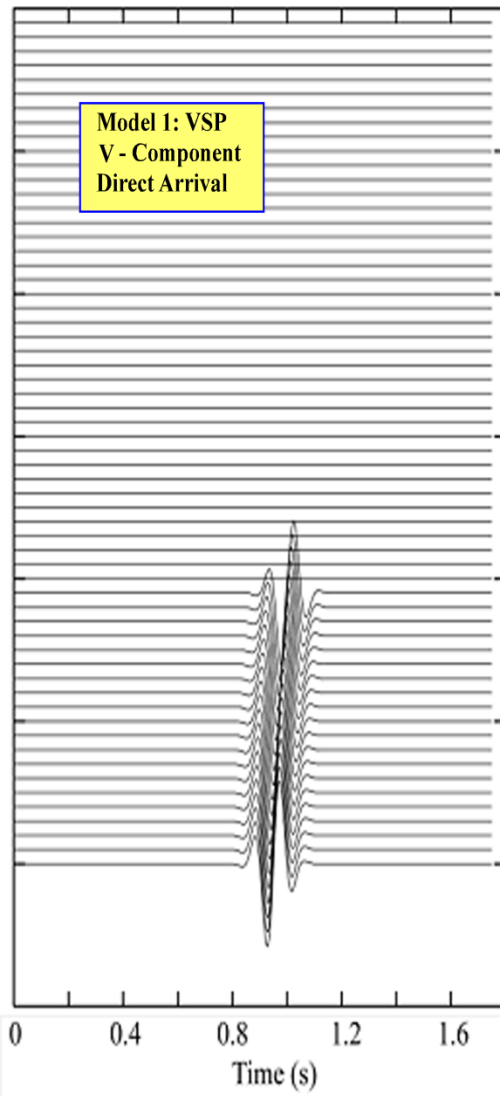


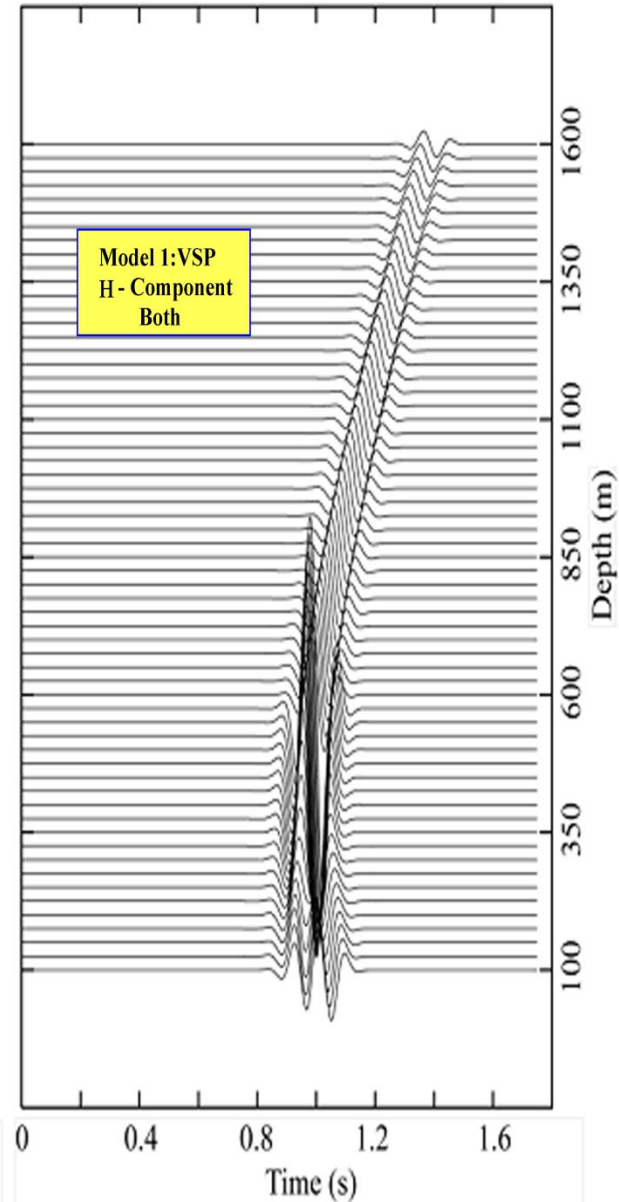
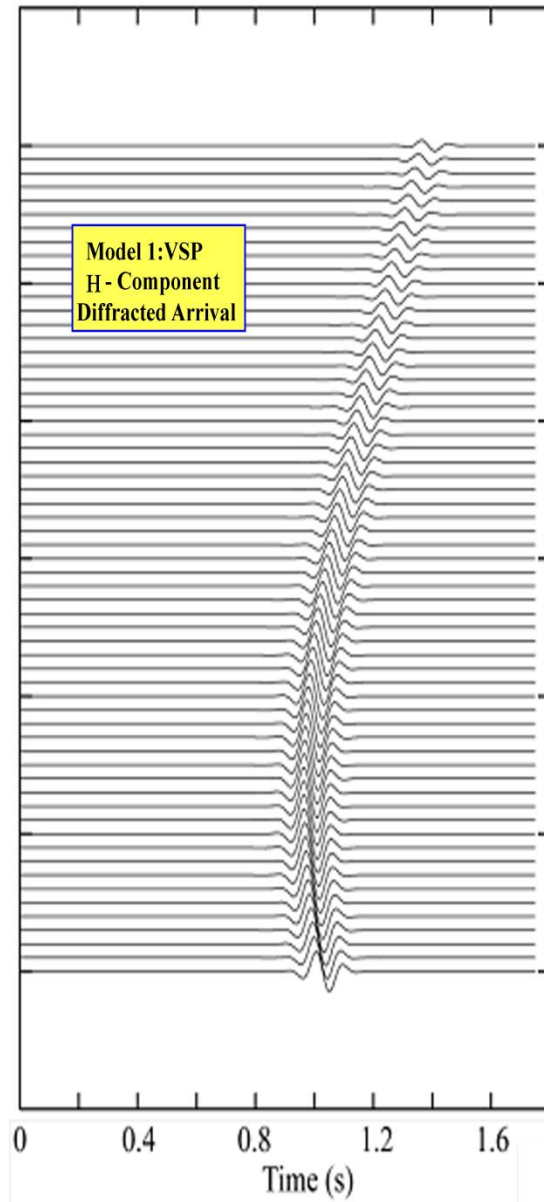
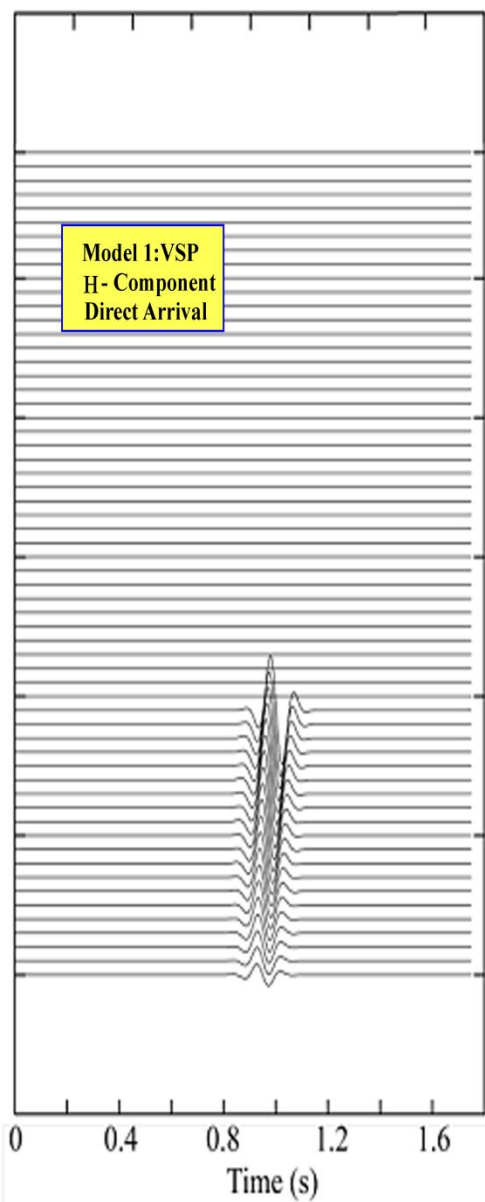
# P1P1 Reflection coefficient Halfspace/WedgeII

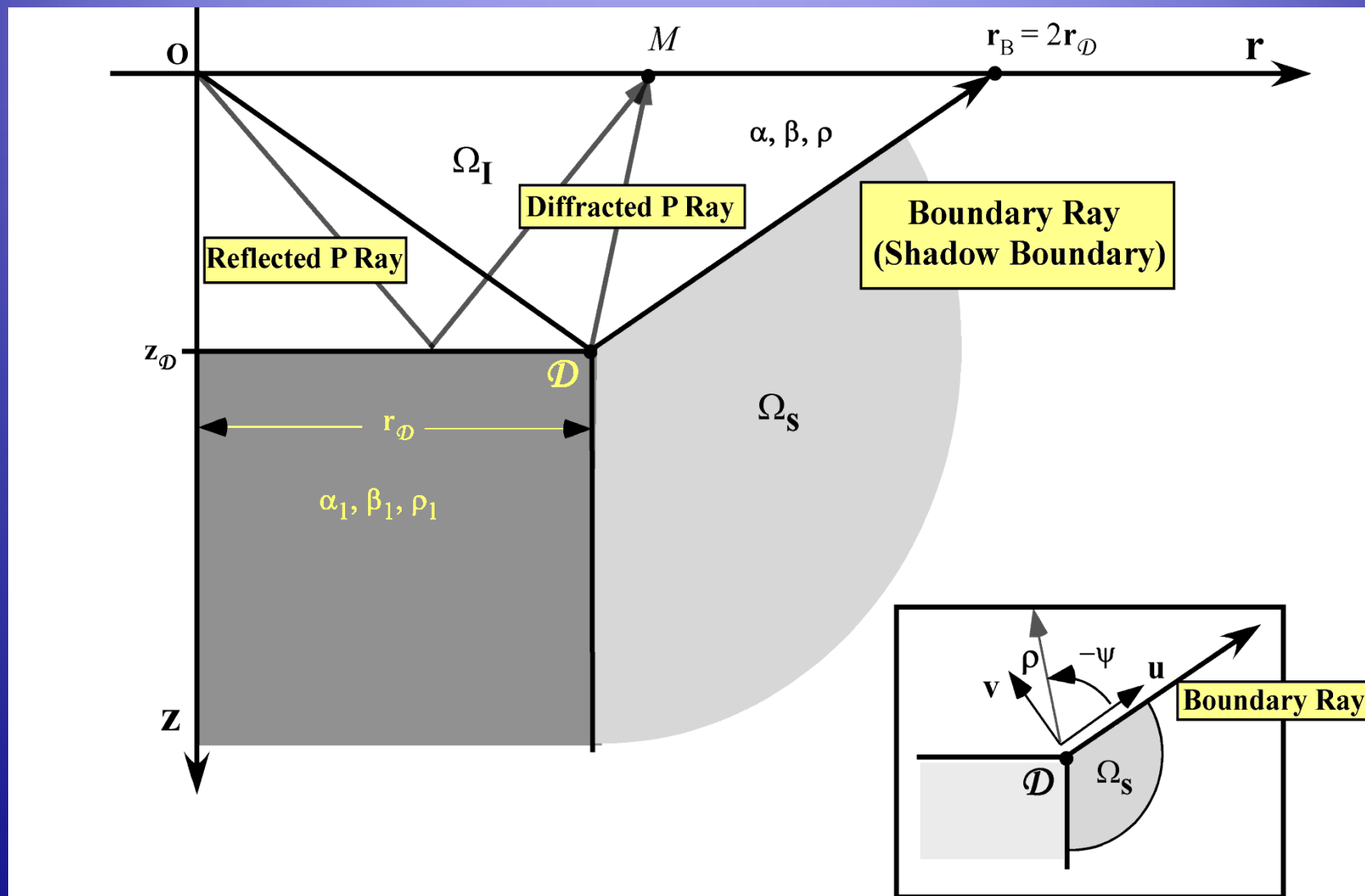




Model I: VSP

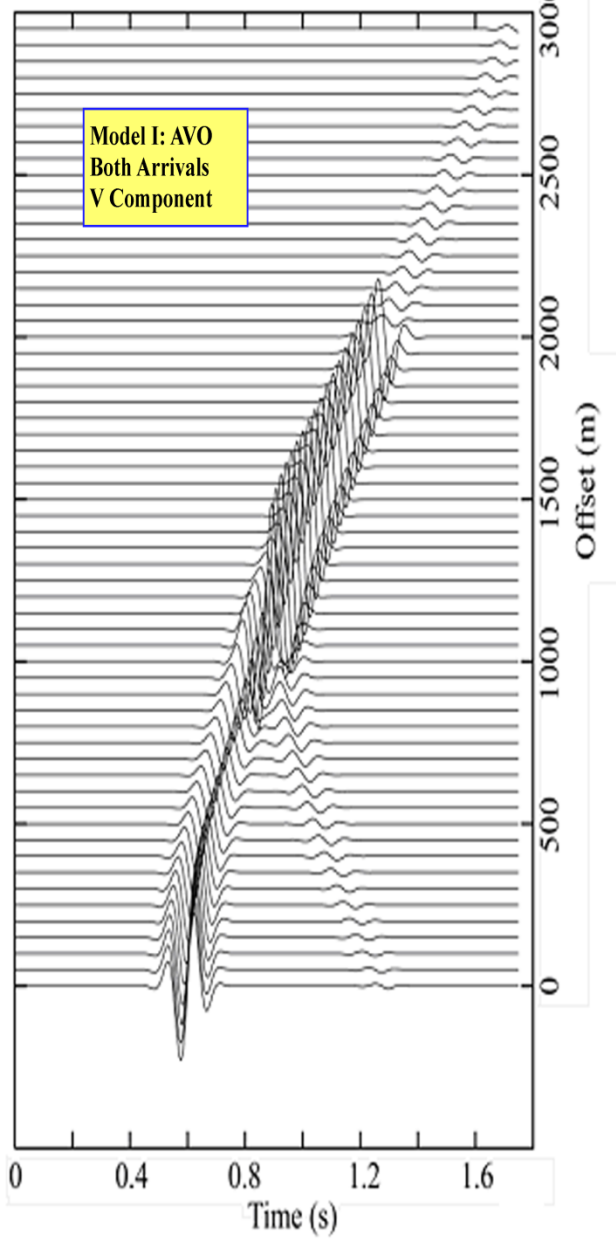
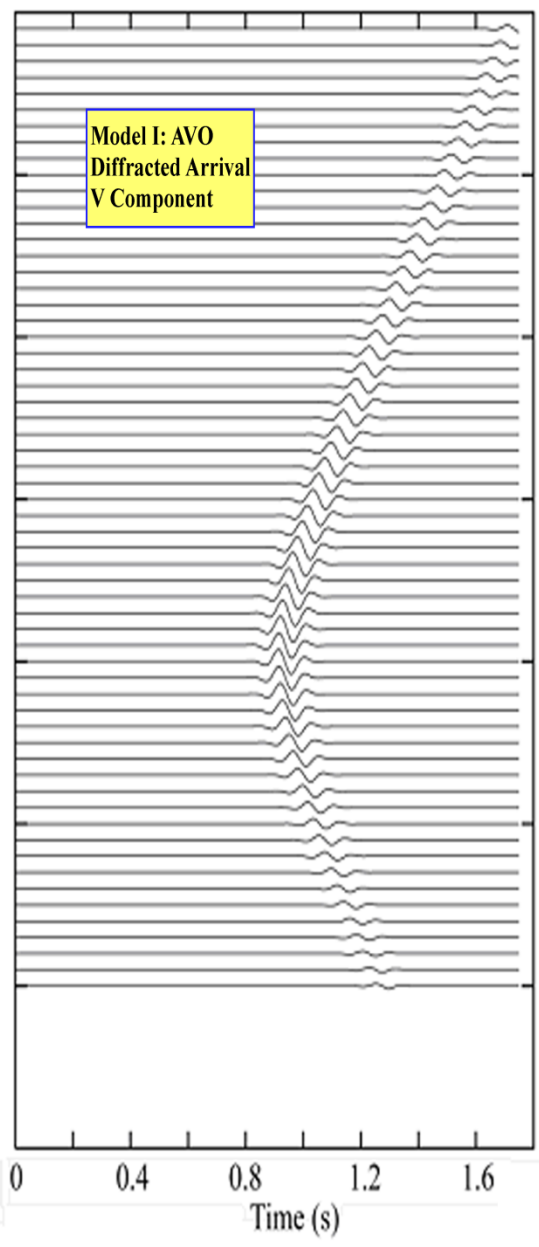
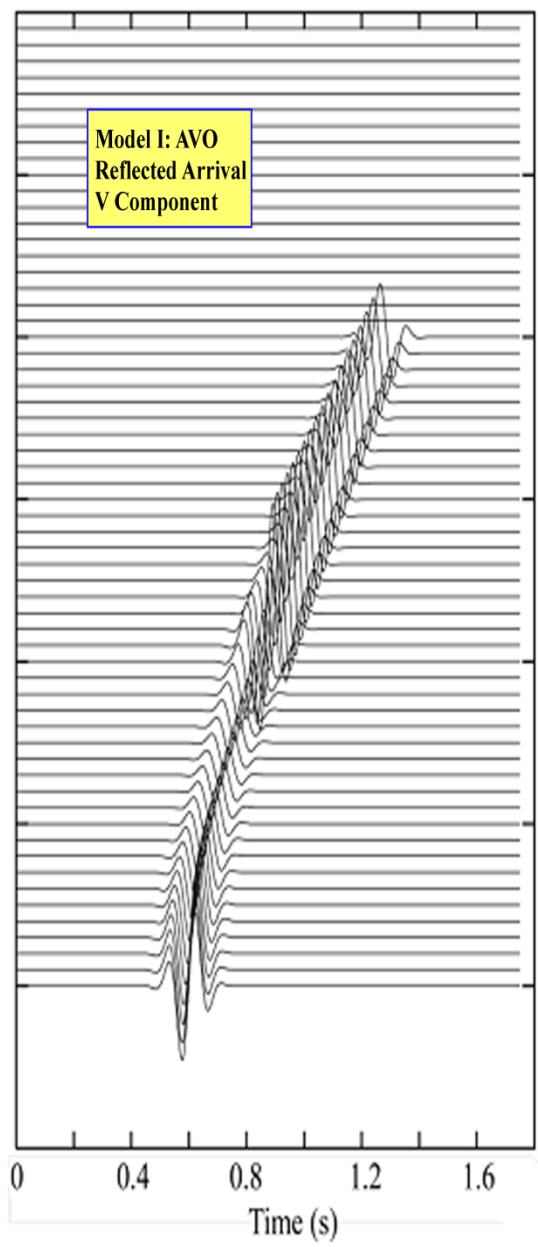


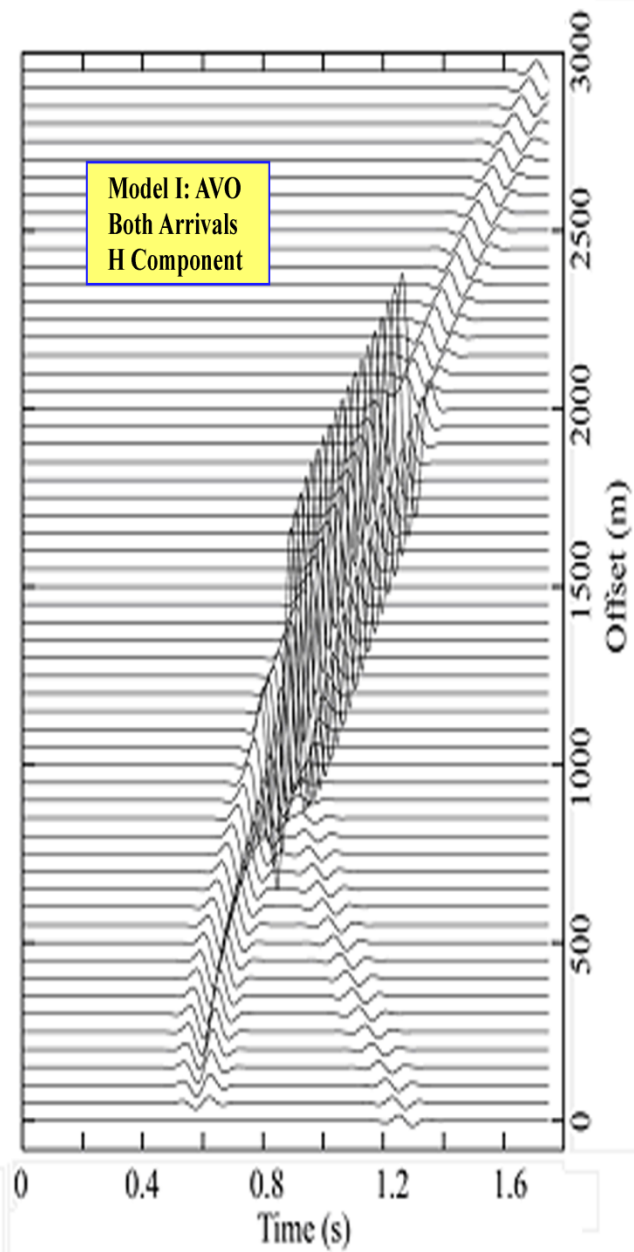
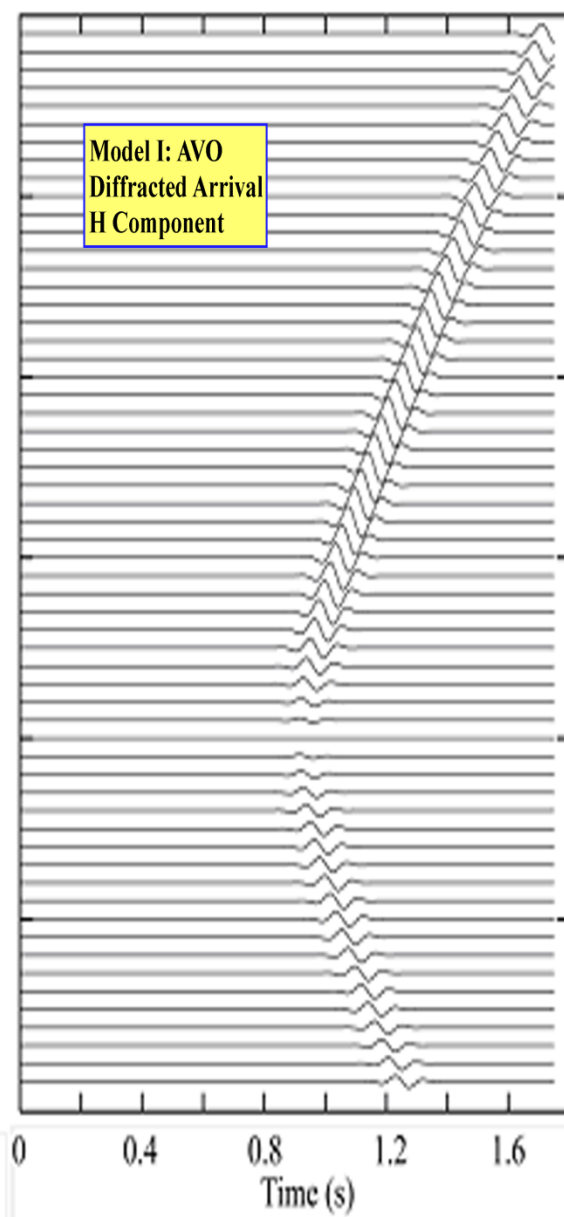
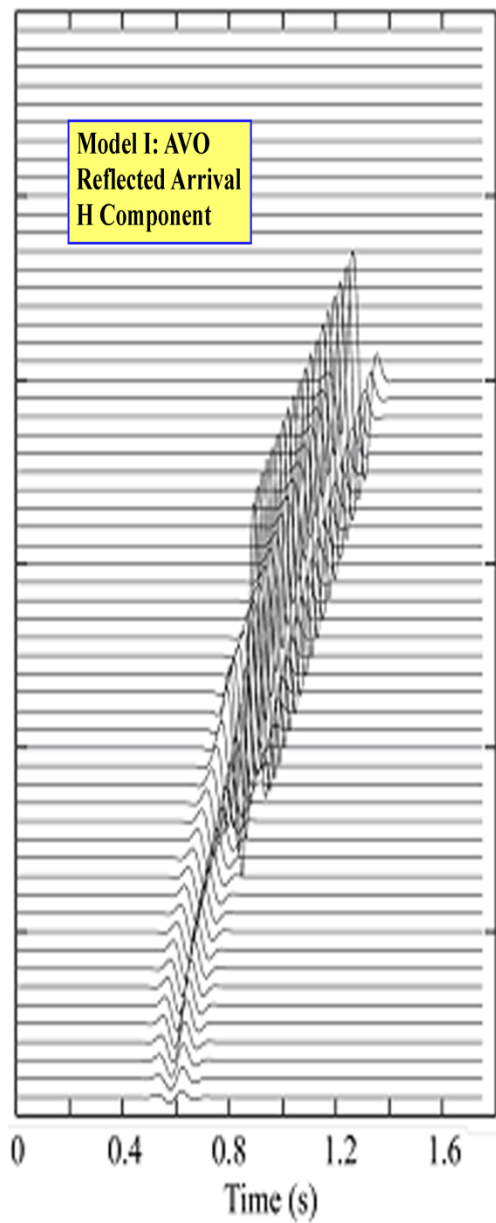


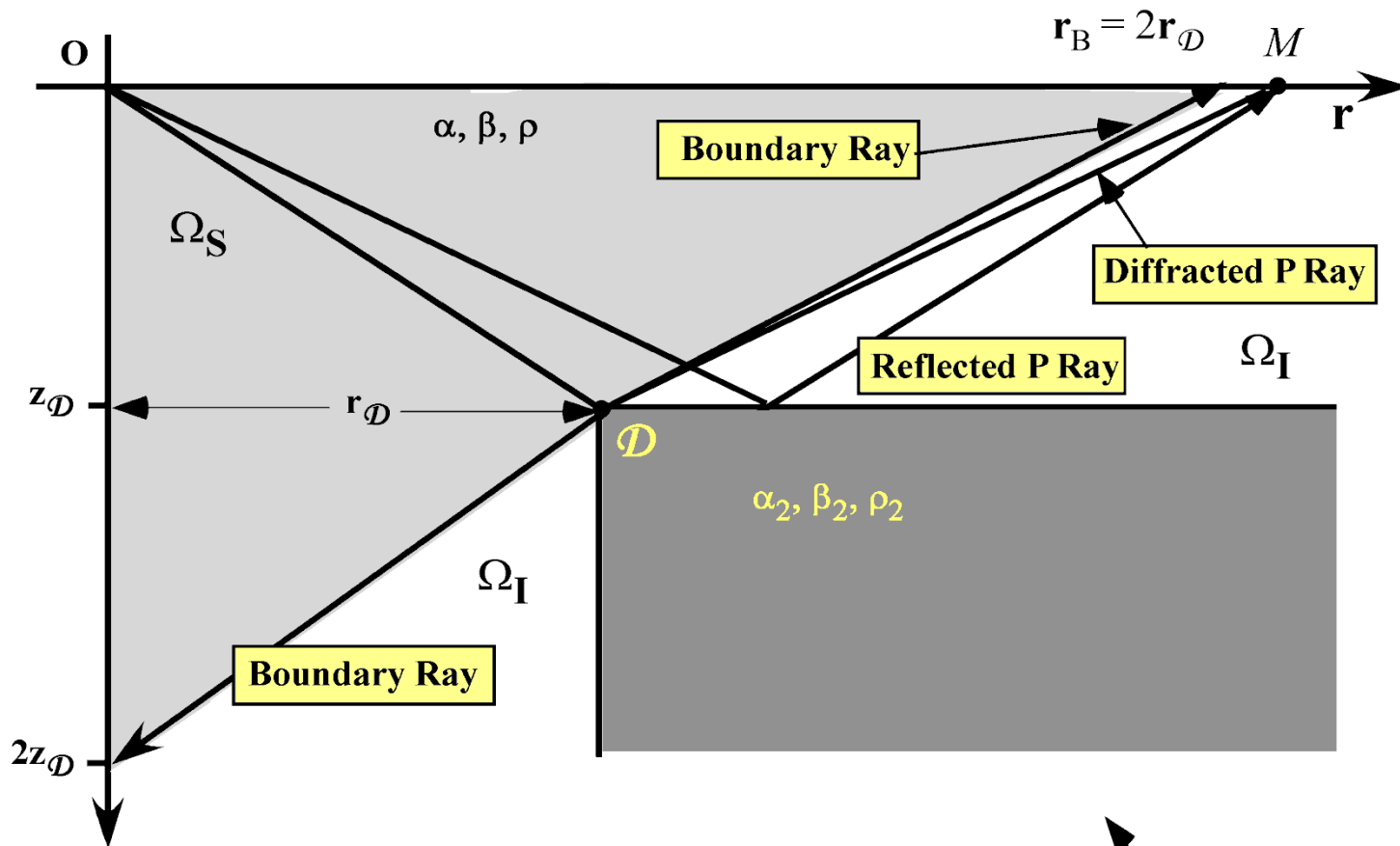


Model I: AVO

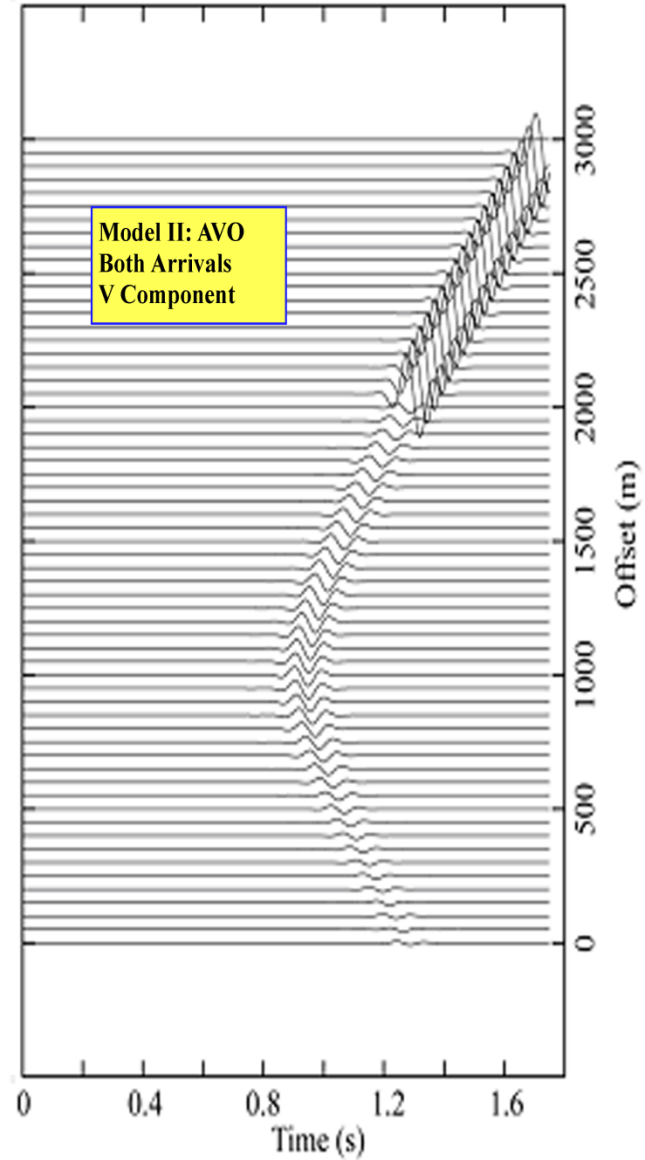
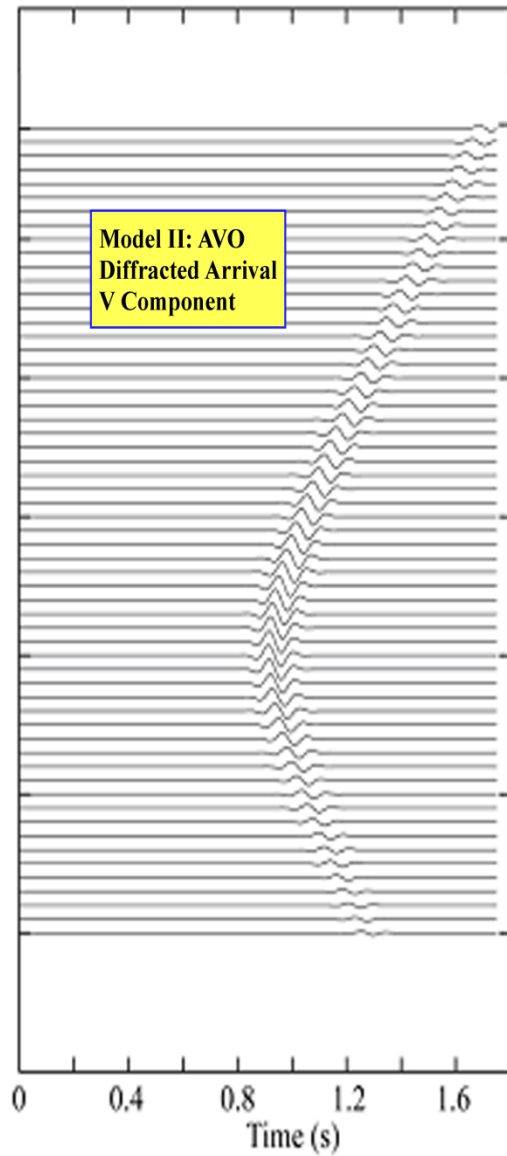
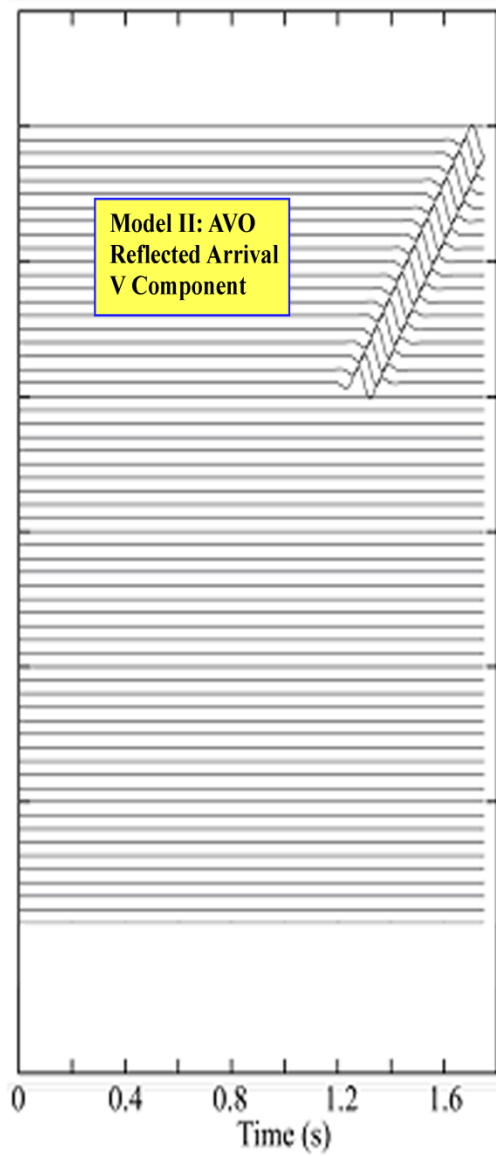


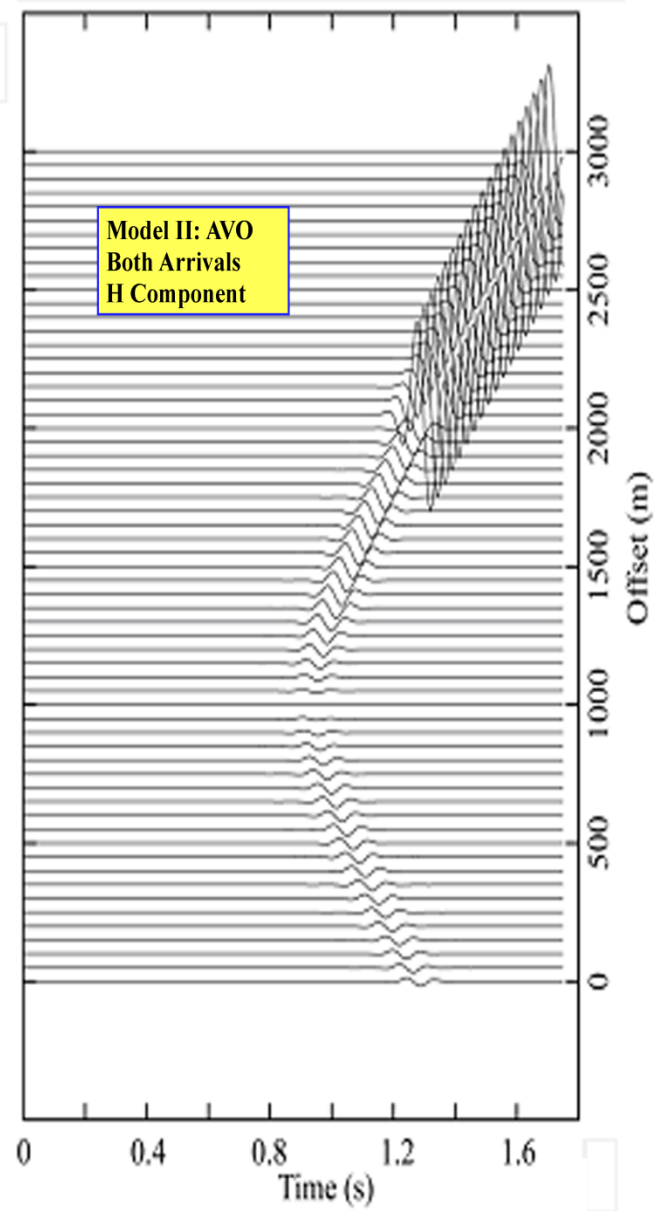
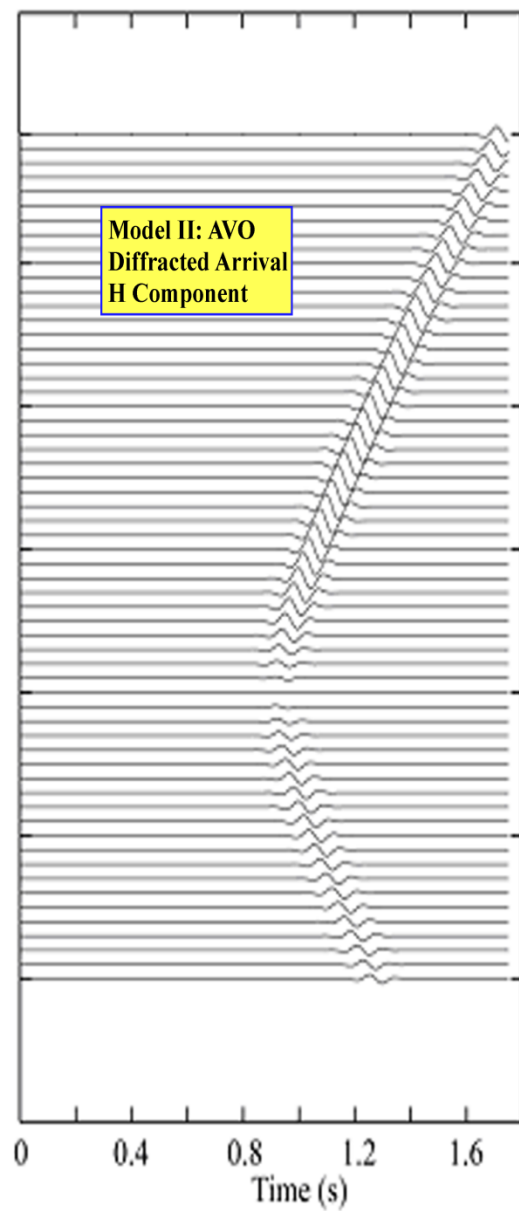


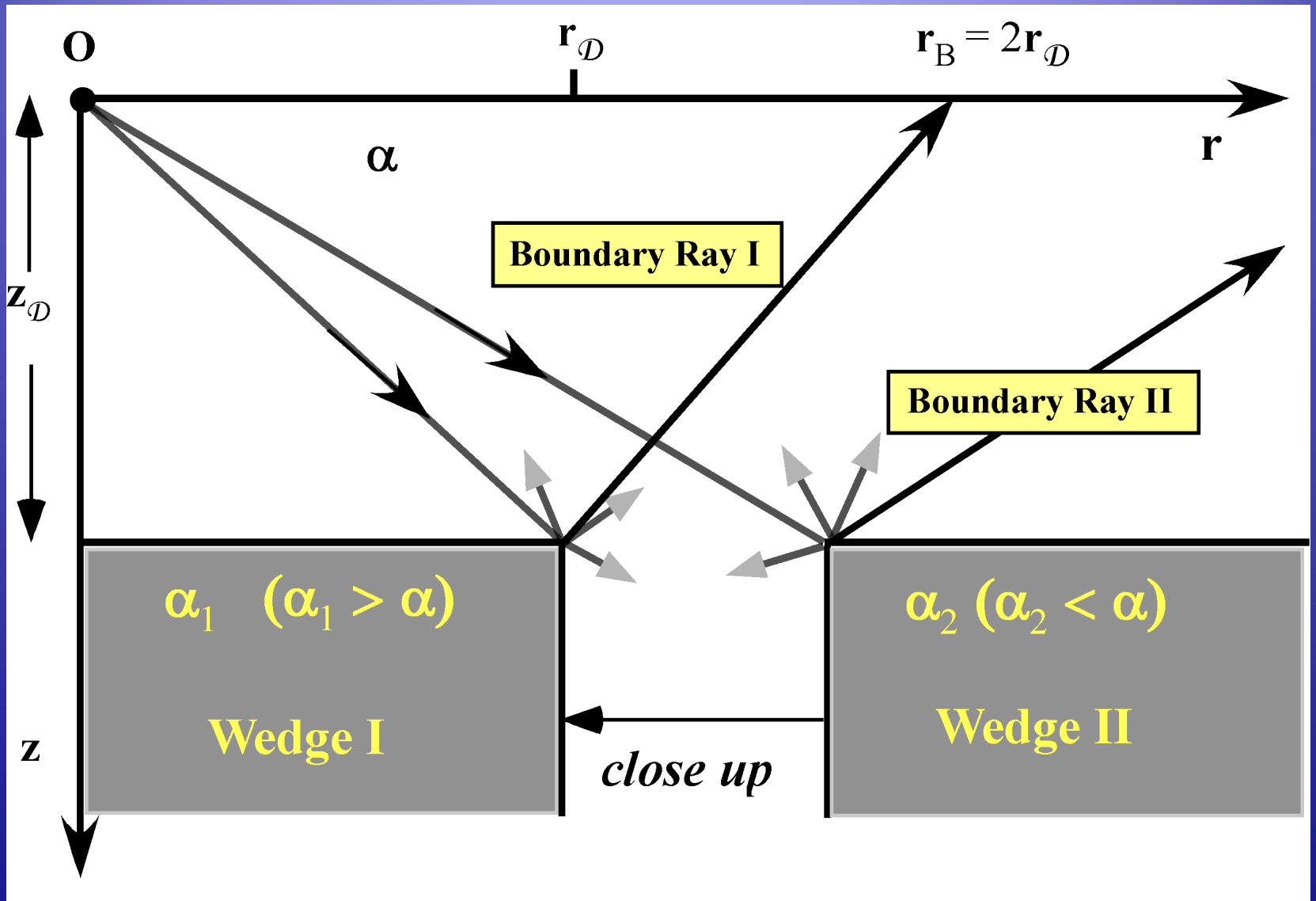




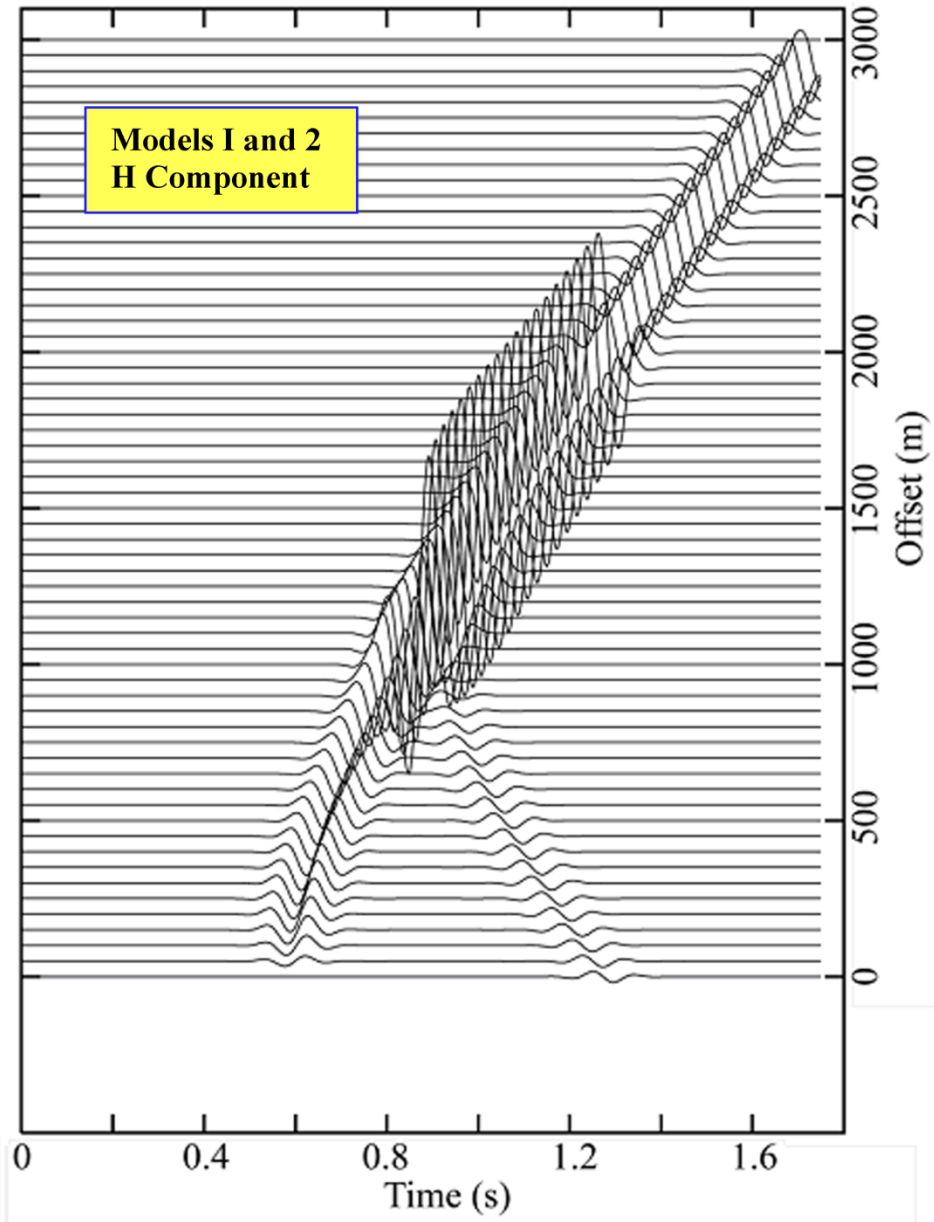
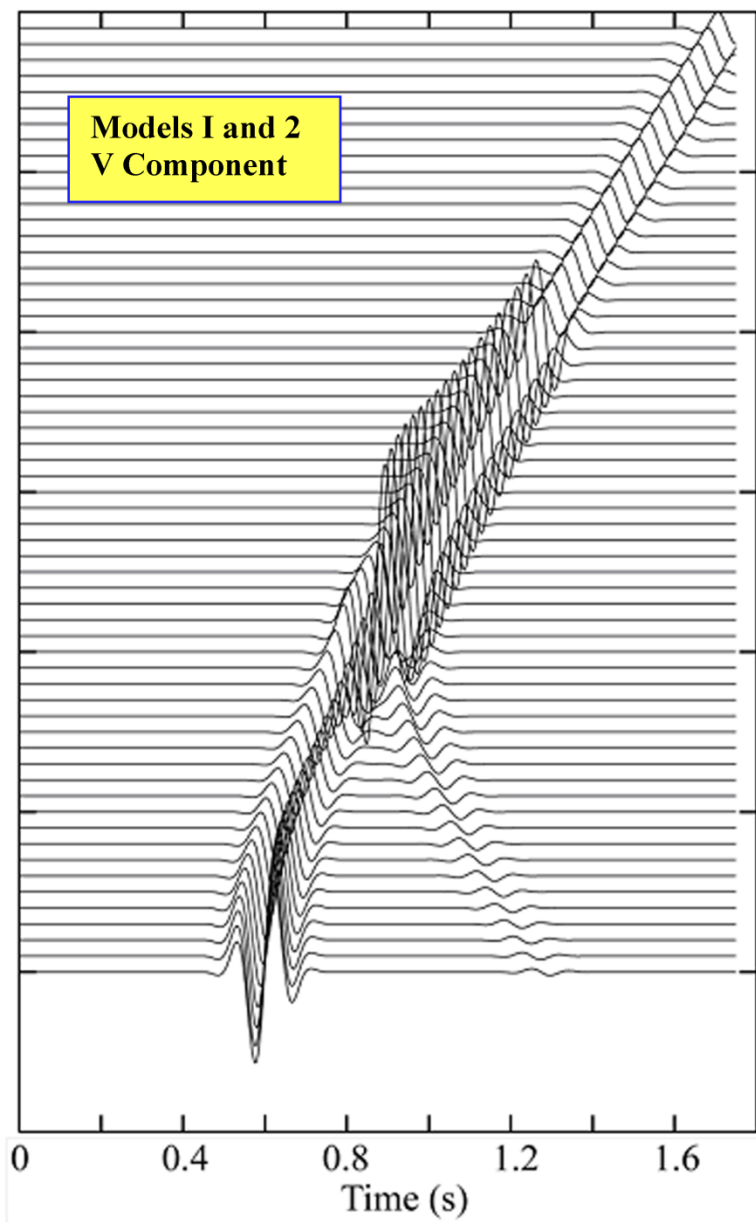
Model II: AVO







Model I and II: AVO



# Conclusions/Discussion

- Diffraction theory based on zero order asymptotic ray theory (ART) has been presented.
- Two simple models and their union were investigated and synthetic seismograms were shown.
- Geometrical arrival and a diffracted arrival are, apart from the diffraction coefficient, quite similar.
- The theory presented here can be applied to converted waves.
- The diffraction coefficient may be expressed in terms of a number of standard functions for which source code is freely available.
- The extension to a true 3D structure does not require any significant modification of the theory, only the unglamorous task of model building.



# Acknowledgements

- Thanks to CREWES Sponsors and NSERC.
- Thank you for listening.