- Ongoing effort to better delineate tracking and S&C efforts in the area of ACTS — more in tomorrow's general meeting

- Ongoing effort to attract a second co-convener for the WG (as for the PID WG, and upcoming rotations in the PWGs)

- By default, joint weekly meetings going forward between the track reconstruction and vertexing groups, and the tracking WG,

- (introduction)

- TDR figures continued

- Updates from ongoing work

- AOB

- Geometric coverage (acceptance) of detection surfaces
- X/X_0 per detection surface

- Spatial and timing resolution of detection surfaces

- Radiation (background) environment and occupancies
- Seed validation

- Momentum resolution
- DCA resolution
- Track efficiency and purity

- Angular resolutions into PID subsystems

- Redundancy (missing detection surfaces)
- Effects of misalignments (and deformations)

- Geometric coverage (acceptance) of detection surfaces
- X/X_0 per detection surface

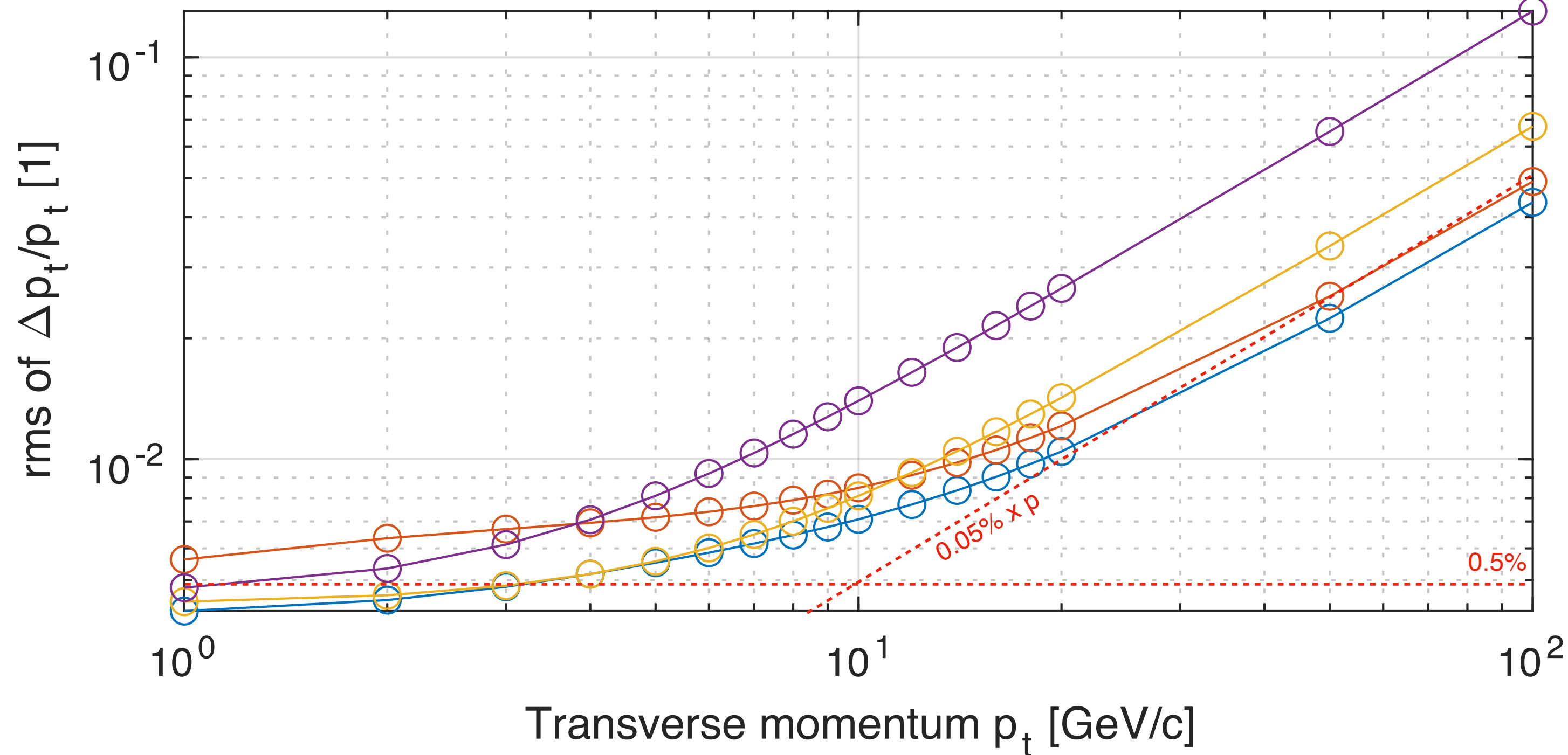- **Spatial and timing resolution of detection surfaces**

- Radiation (background) environment and occupancies
- Seed validation

- Momentum resolution
- DCA resolution
- Track efficiency and purity

- Angular resolutions into PID subsystems

- **Redundancy (missing detection surfaces)**
- Effects of misalignments (and deformations)

YR mid-rapidity performance in 1.4T

Illustrative to consider also the "what ifs?" if MAPS layers outside of the innermost vertexing layers were inefficient,

The blue curve is again the (my) default r = 120 mm and r = 270 mm sagitta layer configuration with an outer barrel layer at r = 420 mm,

Red   - layer at r = 120 mm inefficient,

Yellow - layer at r = 270 mm inefficient,

Purple - layer at r = 420 mm inefficient,

Fairly intuitive results; the outer barrel matters most for high-p_T, the inner r = 120 mm sagitta does so for low-p_T

Note: this slide is directly from a June 26, 2022 presentation and is for illustration purposes only