

Integrated Velocity Modeling - A Case Study from South and South West of Mumbai High

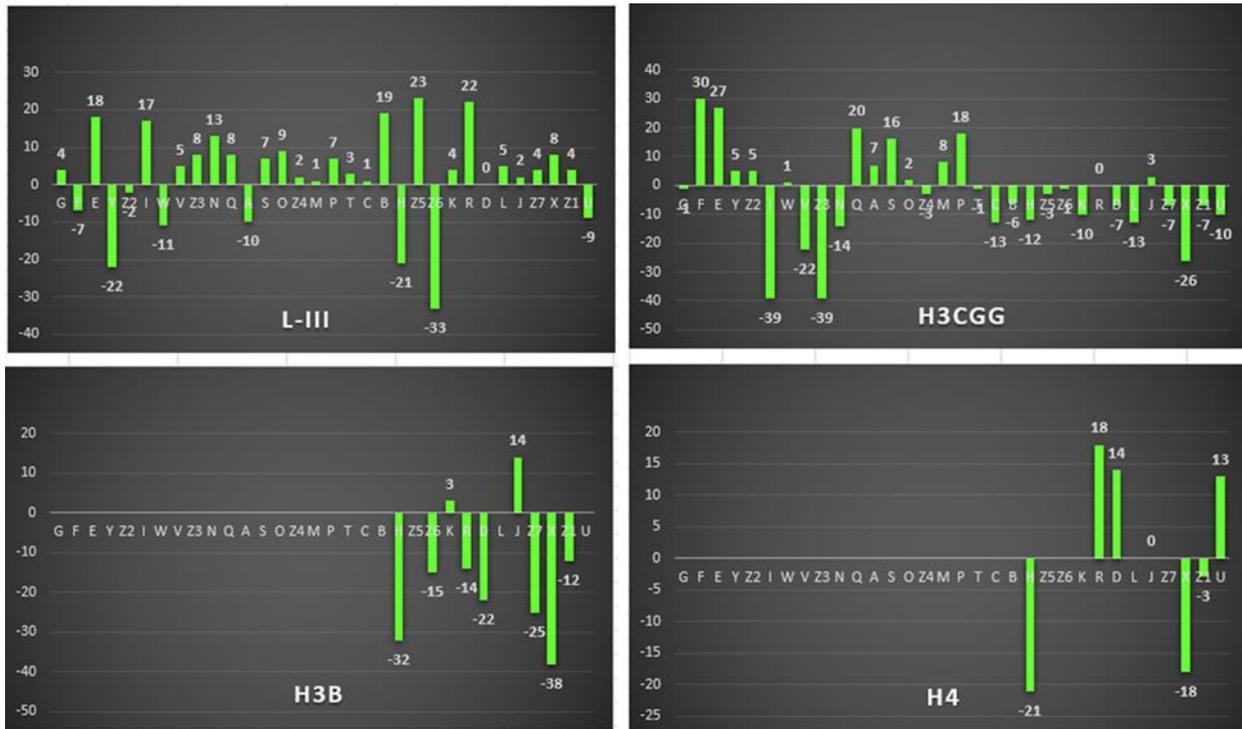


Fig 13: Residual error plotted for all wells at stratigraphic levels L-III, H3CGG, H3B and H4.

horizon that causes the H5 time surface to pull-up and form a structural nose. However, in depth map the structure loses its prominence owing to corrected well VSP that was acquired after acquisition of PSDM Seismic data.

Figure 13 show residual errors for all wells in study area for stratigraphic levels L-III, H3CGG, H3B and H4. Errors for these levels are also within optimal range.

In addition to reducing depth uncertainties, another advantage of such an integrated model is that the model can be easily updated with addition of new wells drilled in the area in future.

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