



Postseismic deformation following the Mw 7.2, 23October 2011 Van earthquake (Turkey): Evidence for a seismic fault reactivation

Dogan, U., Demir, D., Cakir, Z., Ergintav, S., Ozener, H., Akoglu, A., Nalbant, S. S., & Reilinger, R. (2014). Postseismic deformation following the Mw 7.2, 23October 2011 Van earthquake (Turkey): Evidence for a seismic fault reactivation. *Geophysical Research Letters*, *41*, 2334-2341. <https://doi.org/10.1002/2014GL059291>

[Link to publication record in Ulster University Research Portal](#)

Published in:
Geophysical Research Letters

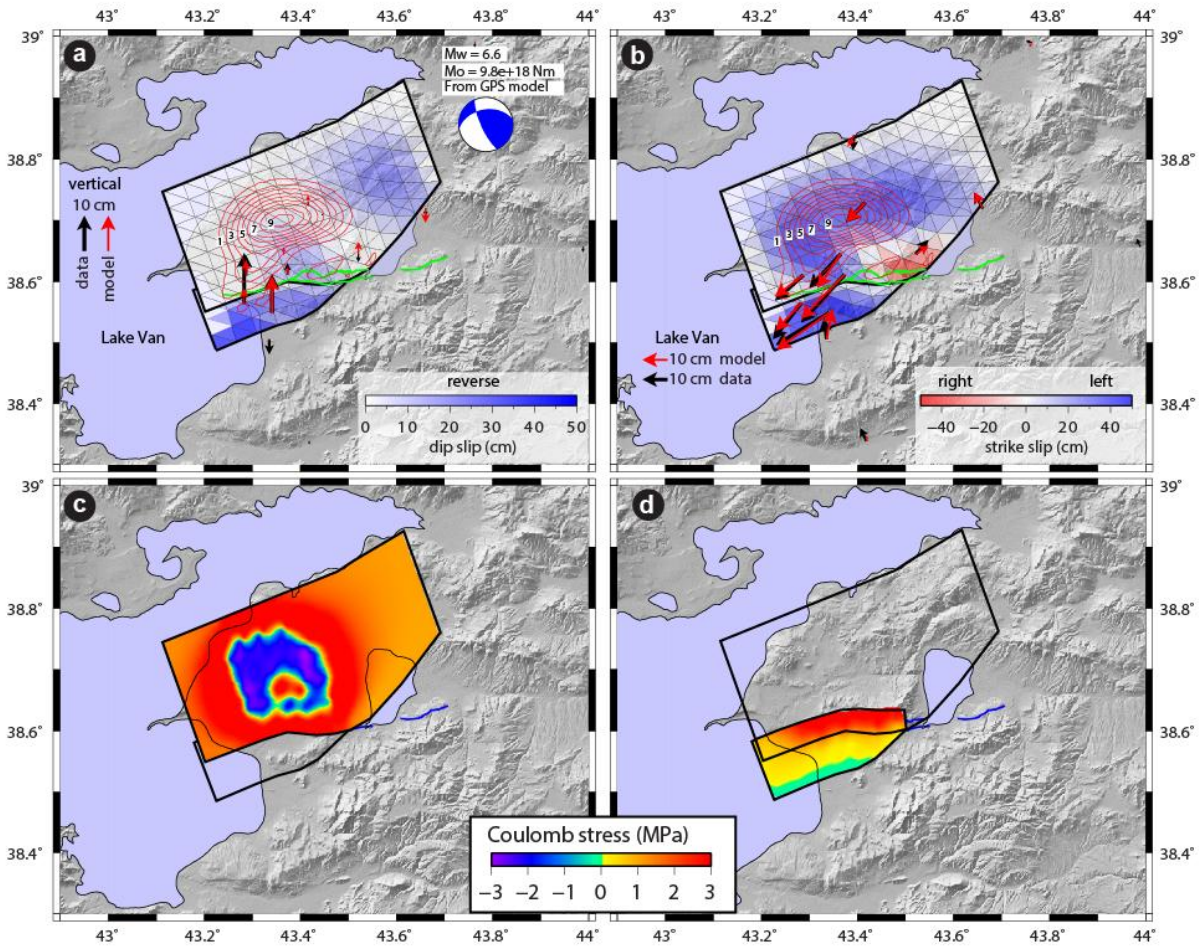
Publication Status:
Published (in print/issue): 07/04/2014

DOI:
[10.1002/2014GL059291](https://doi.org/10.1002/2014GL059291)

Document Version
Publisher's PDF, also known as Version of record

General rights
Copyright for the publications made accessible via Ulster University's Research Portal is retained by the author(s) and / or other copyright owners and it is a condition of accessing these publications that users recognise and abide by the legal requirements associated with these rights.

Take down policy
The Research Portal is Ulster University's institutional repository that provides access to Ulster's research outputs. Every effort has been made to ensure that content in the Research Portal does not infringe any person's rights, or applicable UK laws. If you discover content in the Research Portal that you believe breaches copyright or violates any law, please contact pure-support@ulster.ac.uk.



Supp. Fig. S1

1

2 **Supplementary Figure S1:** Surface projection of the **postseismic** distribution of reverse (a)
 3 and strike (b) slip components with **red contours** showing the **coseismic slip in meter** [from
 4 *Akoğlu et al., 2013*]. The modeled and observed vertical (a) and horizontal (b) postseismic
 5 displacement vectors are also shown. Coulomb stress changes on the Van (c) and Bostaniçi
 6 (d) faults due to the coseismic slip on the Van fault itself estimated with a coefficient of
 7 friction 0.4, and a rake of **60° on the main fault and 30° on the splay**.

8