Killing vector & Isometry

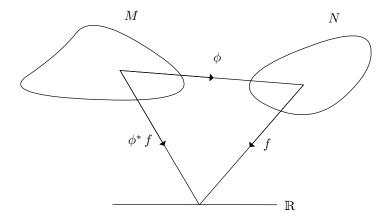
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Might be easier to work with active viewpoint?

1 Pull back & push forward

For the coordinate transformation $x^{\mu} \to x^{\mu} + \xi^{\mu}$, the passive viewpoint suggests that the points on the manifold did not move, while the coordinate frame moved, therefore the components of the points changed. From the active viewpoint, it is simply the diffeomorphism $\phi: M \to M$, which means we map the old points to new points.



In general case, if a function f is defined on N, one can naturally define a function on M by $\phi^* f \equiv f \circ \phi$, which is called pull back. Since vectors eat functions, if a vector field \mathbf{v} is defined on M, which means it eats $\phi^* f$, one can naturally define a vector field on N by $(\phi_* \mathbf{v})$ $(f) \equiv \mathbf{v} (\phi^* f)$, which is called push forward. In other words, when \mathbf{v} eats $\phi^* f$, it implicitly eats f, so there must be a thing eating f (vector field on N), which we call $\phi_* \mathbf{v}$. Similarly, dual vectors eat vectors, we can therefore pull back dual vectors based on the same argument.

The above means that the diffeomorphism ϕ not only moves the points, but also moves the tensors associated with the points, i.e. before performing the diffeomorphism, the metric tensor at point p is given by $g_{\mu\nu}|_p$, while after the diffeomorphism it becomes $\phi^* g_{\mu\nu}|_p$. This pull back/push forward map allows us to see how much the tensor field changes via Lie derivative.

2 One-parameter group of diffeomorphism

This concept is needed to define Lie derivative. Consider the simple coordinate transformation $x \mapsto x + a$, $y \mapsto y$, and $z \mapsto z$, or equivalently a diffeomorphism $\phi_a : \mathbb{R}^3 \to \mathbb{R}^3$ controlled by the displacement parameter a. In fact, the collection of all such diffeomorphisms forms a group since one can define the group multiplication

$$\phi_a \, \phi_b \equiv \phi_{a+b}$$

with identity ϕ_0 and inverse $\phi_a^{-1} \equiv \phi_{-a}$, thus we call it a one-paramter group of diffeomorphisms. We can deduce that $\phi: \mathbb{R} \times M \to M$, since the parameter must be specified to define the map ϕ_a : $M \to M$. Or, we can sepecify the point p on p so that now p is a curve p is a curve p in p with parameter p on p is a curve p in p which ultimately gives a tangent vector p (to the curve) at p.

The above means that the one-parameter group of diffeomorphisms gives a vector field v, and the vector field v gives a one-parameter group of diffeomorphisms on M.

3 Lie derivative

Using the fact that a (smooth) vector field \mathbf{v} gives a one-parameter group of diffeomorphisms ϕ , with the diffeomorphism ϕ_t controlled by the parameter t, we can define the Lie derivative of tensor field T along vector field \mathbf{v} by

$$\mathfrak{L}_{\boldsymbol{v}}T \equiv \lim_{t \to 0} \frac{(\phi_t^* T - T)}{t}$$

which measures how much the tensor field T changes under the diffeomorphism ϕ given by the vector field \mathbf{v} .

4 Killing vector field

Among many possible diffeomorphisms $\phi_t: M \to M$, there is one special type of them which preserves the metric tensor $g_{\mu\nu}$, called isometry. As mentioned in section 2, each group of diffeomorphisms is given by a vector field \boldsymbol{v} , so the vector field corresponding to the group of isometry is called the Killing vector field $\boldsymbol{\xi}$. Formally speaking, isometry means $\phi_t^* g_{\mu\nu} = g_{\mu\nu}$, which is also equivalent to $\mathfrak{L}_{\boldsymbol{\xi}} g_{\mu\nu} = 0$ (simply saying that the metric doesn't change), leading to the so called Killing equation

$$\mathcal{L}_{\xi} g_{ab} = \xi^{c} \nabla_{c} g_{ab} + g_{cb} \nabla_{a} \xi^{c} + g_{ac} \nabla_{b} \xi^{c}$$

$$= \nabla_{a} \xi^{b} + \nabla_{b} \xi^{a}$$

$$= 0$$

where the first line follows from the definition of the Lie derivative of (0,2) tensor, and the first term vanishes due to the compatability condition of the covariant derivative, i.e. $\nabla_c g_{ab} = 0$ is required to properly define parallel transportation.