Understanding Confinement in Advanced Inductive Scenario Plasmas — Dependence on Gyroradius and Rotation

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Abstract. Advanced inductive (AI) plasmas are a realization of the ITER hybrid scenario, providing high neutron fluence in a long inductive discharge. The physics of AI plasmas has not been investigated as thoroughly as for standard ELMy H-mode discharges. In this paper we report new results on the dependence of confinement in AI plasmas on several key parameters. A joint JET and DIII-D experiment has studied the scaling of confinement with normalized plasma size or ion gyroradius ($\rho_*/\rho_i$). This study spans a range in $\rho_*$ of 2.7, roughly equal to the range from JET to ITER. The significant preliminary results are: (i) a good identity match has been demonstrated, confirming the validity of the study, (ii) the global scaling of the energy confinement time is roughly Bohm-like, $B\tau_E \propto \rho_*^{-1.91}$, and (iii) the local thermal diffusivities (assuming $\chi/\chi_B \propto \rho_*^\alpha$) scale as $\alpha_e = -0.24$ to -0.74 and $\alpha_i = -0.42$ to -0.69, depending on location within the plasma. We also report on the dependence of confinement in AI plasmas in DIII-D on rotation and on the presence of a neoclassical tearing mode (NTM). We find that the overall increase in energy confinement time from the minimum to the maximum accessible rotation is as much as 40%. Over the same rotation range, the estimated reduction in $\tau_E$ due to the NTM decreases by up to 6%. We estimate that, at the highest rotation, the NTM has a 5%–10% effect on $\tau_E$.

Also, extending the analysis of DIII-D experiments using electron cyclotron heating (ECH) to study the influence of varying $T_e/T_i$ on confinement shows that the density reduction often seen with ECH is directly coupled to the change in rotation and is only indirectly due to changing $T_e/T_i$ via modification of momentum transport.

1. Gyroradius Scaling

Advanced inductive (AI) scenario plasmas have the potential for long pulse tokamak operation and high fusion yield. Extrapolation of the performance of these scenarios depends on the scaling of transport with machine size, which may not be correctly described by the present empirical scaling rules for standard ELMy H-mode plasmas, e.g., the ITER98(y,2) scaling [1]. Determination of the dependence of plasma performance on dimensionless physical parameters is a robust and rigorous method for development of scaling laws and for the prediction of the characteristics of plasmas in future confinement facilities such as ITER [2]. In particular, determining the scaling with is $\rho_*$ important because the variation in other important dimensionless parameters between present tokamaks and ITER can be made small, whereas the $\rho_*$ value in ITER is presently inaccessible at high performance.

To develop the dimensionless scaling of AI plasmas, JET and DIII-D have carried out a $\rho_*$ scan across both machines, spanning a range of 2.7, much larger than can be done in any

\textsuperscript{*}See the Appendix of F. Romanelli et al., paper OV/1-3, this conference.
single tokamak. Also, this is approximately equal to the range from JET to ITER, adding additional confidence to the extrapolation. To establish the validity of the dimensionless scaling approach, an identity comparison between the two tokamaks was also done.

Although different techniques are used to establish AI discharges in the two devices, the performance characteristics are similar, indicating the robustness of the scenario (Fig. 1). Typically, DIII-D uses heating early in the current ramp in order to prevent current penetration and form a broad \( q \) profile. An NTM (usually \( m/n = 3/2 \)) appears early in the high \( \beta \) phase and has been shown to help maintain a broad, stationary \( q \) profile [3]. In JET, good performance AI plasmas are established by using an overshoot in the current to produce the desired \( q \) profile [4]. While this profile slowly relaxes, there are several seconds of high performance AI operation.

### 2.1 Matched Discharges

Plasmas with the same shape and aspect ratio were produced in both tokamaks (Fig. 2). Linear dimensions of the plasma in JET were larger by a factor of \( \sim 1.67 \) compared to DIII-D. The shape parameters were constrained by matching the two tokamaks over a range in \( \rho_* \). They differed somewhat from the expected ITER parameters: \( \varepsilon = 0.31 \) (ITER\( \approx 0.32 \)), \( \kappa_x = 1.75 \) (ITER\( \approx 1.85 \)), and \( \delta = 0.36 \) (ITER\( \approx 0.48 \)). The safety factor parameters were \( q_{95} = 4.1 - 4.6 \) and \( q_{\text{min}} = 1 \), with a broad region of low magnetic shear in the plasma core.

In both tokamaks, the heating was done with co-injected energetic neutral beams. The neutral beam (NB) heating power was modulated to maintain constant \( \beta \). The dimensionless parameters \( \nu_* \), \( \beta \), and \( M \) were matched to within 20% at the half-radius.

### 2.2 Global Scaling of Confinement

If a power law dependence of thermal diffusivity on \( \rho_* \) (\( \chi/\chi_B \propto \rho_*^\zeta \); where \( \chi_B = T/eB \)) is assumed, the thermal energy confinement time should scale like

![FIG. 1. Time histories of a high \( \rho_* \) DIII-D discharge (137521, left) and a low \( \rho_* \) JET discharge (75589, right). Note current overshoot used by JET to establish the broad current profile. The onset times of \( m/n=3/2 \) NTMs are indicated by the dashed lines. In DIII-D the mode appears at the start of the high \( \beta_n \) time. In JET the mode appears after several seconds at high \( \beta_n \) due to slow evolution of the current profile.](image)

![FIG. 2. Overlay of the separatrix shapes of DIII-D discharge 142275 at 3.625 s (black) and JET discharge 79633 at 8.91 s (red). The dimensions of the JET discharge are reduced by a factor of 1.675.](image)
$B\tau_E = \rho_*^{-(2+\alpha)} F(\nu, n_e, T_i, T_e, \ldots)$, where the arguments of $F$ are the other dimensionless parameters governing confinement. By holding all dimensionless parameters except $\rho_*$ fixed, the dependence of $B\tau_E$ on $\rho_*$ can be determined.

Well-matched time slices from each of four discharges from each tokamak (eight slices in all) were selected for comparison from a database of 19 JET and 12 DIII-D discharges. These show good matches in the $n_e$, $T_e$, and $T_i$ profiles, as well as in the derived profiles: $\beta$, $\nu_*$, and $M$. Neoclassical tearing modes (NTMs) were present at very low amplitude or not at all. There are some residual variations of characteristic parameters with $\rho_*$. In particular, the Mach number is typically somewhat higher in JET than in DIII-D. The current profiles also vary, as indicated by the values of $\ell_1(3)$. Parameters characterizing these two selected sets are compared in Table I.

The best fit to these eight plasmas yields $B\tau_E \propto \rho_*^{-1.91}$. As there are small variations in other dimensionless parameters, these can be compensated by assuming a dependence for $B\tau_E$. For example, ITER98(y,2) scaling is $B\tau_E \propto q_{cyl}^{-3} \beta^{-0.9}$. With this adjustment, the $\rho_*$ scaling becomes $B\tau_E / q_{cyl}^{3} \beta^{-0.9} \propto \rho_*^{-2.30}$. If a weaker scaling is used, $q_{cyl}^{-2} \beta^0$, the exponent of $\rho_*$ becomes -2.13.

The ITPA database of hybrid plasmas shows a strong dependence of $H_{98y2}$ on $\rho_*$. This database contains parameters for a wide variety of discharges from ASDEX Upgrade, DIII-D, and JET. The results presented here show that the apparent variation of $H_{98y2}$ is an artifact of the wide variation in plasma conditions included in the database. Figure 4 shows that, for well-matched plasmas, $H_{98y2}$ is essentially independent of $\rho_*$ over a wide range.

This result does not differentiate among the effects of diffusive transport, pedestal confinement, profile peaking, low-level MHD activity, or differences in $Z_{\text{eff}}$ or rotation. To isolate the scaling of diffusive heat transport, it is necessary to look at the dimensionless scaling of the local transport.

### Table 1: Comparison of JET and DIII-D $\rho_*$ Scaling Discharges

<table>
<thead>
<tr>
<th>Parameter</th>
<th>JET Mean</th>
<th>DIII-D Mean</th>
<th>$\Delta/\Sigma$ (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$a/R$</td>
<td>0.315</td>
<td>0.298</td>
<td>2.7</td>
</tr>
<tr>
<td>$\kappa_F$</td>
<td>1.51</td>
<td>1.54</td>
<td>0.7</td>
</tr>
<tr>
<td>$q_{cyl}$</td>
<td>2.92</td>
<td>2.68</td>
<td>4.4</td>
</tr>
<tr>
<td>$\ell_1(3)$</td>
<td>0.854</td>
<td>0.715</td>
<td>8.9</td>
</tr>
<tr>
<td>$\nu_c^*$</td>
<td>0.594</td>
<td>0.563</td>
<td>2.7</td>
</tr>
<tr>
<td>$\beta_T^*$</td>
<td>5.58</td>
<td>5.45</td>
<td>1.2</td>
</tr>
<tr>
<td>$T_i/T_e$</td>
<td>1.097</td>
<td>1.222</td>
<td>5.4</td>
</tr>
<tr>
<td>$H_{98y2}$</td>
<td>1.29</td>
<td>1.32</td>
<td>1.2</td>
</tr>
</tbody>
</table>
might differ from that of the bulk and where high spatial resolution profile data is required, as well as the central core region where NTMs and \(m/n = 1/1\) MHD activity can occur.

For both comparisons the method used was to determine the best set of matching profiles for each discharge pair (one JET and one DIII-D), and then to sort the discharge pairs according to the goodness-of-fit. The profiles are scaled as appropriate for identity or \(\rho\), scaling comparison, and a fit parameter is obtained for each quantity (the rms deviation from the mean relative to the mean value). These are combined for each discharge pair to give an overall goodness-of-fit parameter, with \(n_e, T_e, T_i,\) and \(I/\alpha B\) having equal weight, and \(\Omega_\phi\) with half the weight of the others.

The identity comparison entails matching all dimensionless parameters (including \(\rho_\star\)) and varying only the dimensional parameters. Obtaining a good identity match indicates that the same physics is occurring in both tokamaks, that the important physical phenomena are indeed governed by the same equations and that the set of dimensionless parameters correctly represents these processes. Figure 5 illustrates the matching of the measured profiles for a single pair of discharges. The JET profiles are the direct measurements from the Thomson scattering and charge exchange diagnostics. The DIII-D data have been smoothed with a spline fit. The only significant variation between the scaled profiles is that the scaled JET density is somewhat higher than for DIII-D and has a shorter gradient scale length. Nevertheless the fit parameter for \(n_e\) (the rms fractional difference) is 3.5%. The profiles of the computed dimensionless parameters for this case are compared in Fig. 6. The difference in density profiles leads to a small mismatch in \(\beta\), and the small deviations in the \(T_e\) and \(\Omega_\phi\) profiles conspire to give a small mismatch in \(M\).

The test of whether the identity match confirms the physics is a comparison of the scaled thermal conductivities. The power balance terms and transport coefficients are determined using TRANSP [6]. We use the conducted heat flux, \(q = -n\chi\nabla T\), rather than \(\chi\) as the measure of diffusive transport because of the noise on the input profiles. Figure 7 plots the scaled profiles of \(q_e\) and \(q_i\). The \(q_e\) match is good (3.3%) and the \(q_i\) match is fair (10.1%). Considering that the identity scaling of the heat flux is \((a_{\text{DIII-D}}/a_{\text{JET}})^{11/4} = 4.1\) this level of agreement between the scaled values of \(q\) is sufficient to establish that we are looking at the
same physics in both tokamaks. For the ensemble of the 20 best pairs of discharges with respect to an identity match, the mean fit for $q_e$ is $6.1 \pm 3.4\%$ and for $q_i$ it is $8.9 \pm 4.6\%$.

The initial assessment of the scaling of thermal transport with $\rho_*$ has been done by comparing the most extreme cases—the lowest JET values and the highest DIII-D values. We selected the 20 best pairs of matched discharges with $\rho_{\text{DIII-D}}/\rho_{\text{JET}} (\tilde{\rho} = 0.65) \geq 2.3$. The scaled kinetic profiles for one of these discharge pairs are shown in Fig. 8. The most notable deviations in the profile matches are in the density gradient scale length—again the JET profile is a bit steeper, and in $Z_{\text{eff}}$. The profiles of $\nu_*$, $\beta$, and $M$ match very well over the region of interest (Fig. 9), as do the scaled $\rho_*$ profiles.

We again use the scaled heat flux profiles to determine the exponent $\alpha$ (assuming $\chi/\chi_B \propto \rho_\alpha^\alpha$). For $\rho_*$ scaling, the heat flux should scale as $q \propto a^{-2/3} B^{5/3}$, and the exponent is obtained from $\alpha = \ln(q_1 a_1^{2/3} B_1^{-5/3} / q_2 a_2^{2/3} B_2^{-5/3}) / \ln(\rho_1/\rho_2)$ where the subscripts 1 and 2 refer to the two matched conditions. The scaled heat fluxes and the derived values of $\alpha_e$ and $\alpha_i$ are plotted in Fig. 10. In this example the value of $\alpha_e$ ranges from -0.01 to -0.55 across the region of interest, and for the ions $\alpha_i$ varies from -0.34 to -0.51. For the ensemble of matched pairs, there is considerable scatter in the values of $\alpha$, and furthermore, there appears to be a significant dependence on radius across the matching zone. The ensemble averages of $\alpha_e$ at selected locations are $-0.24 \pm 0.36$, $-0.42 \pm 0.33$, and $-0.74 \pm 0.31$ at $\tilde{\rho} = 0.45$, 0.65, and 0.85, respectively. At the same locations, $\alpha_i = -0.42 \pm 0.25$, $-0.57 \pm 0.27$, and $-0.69 \pm 0.33$. These results should be viewed as preliminary. Among the planned improvements in analysis are using motional Stark effect (MSE)-based equilibrium reconstructions to determine $q$ profiles and to map the diagnostic data to flux coordinates; doing suitable spatial and temporal

![FIG. 6. Profiles of dimensionless parameters for discharges 79633 (red) and 142275 (black).](image)

![FIG. 7. Scaled heat flux profiles for JET (79633; red) and DIII-D (142275; black). The heat flux is measured in kW/m².](image)

![FIG. 8. Comparison of one pair of JET (76914; red) and DIII-D (137522; black) profiles used in the $\rho_*$ scaling comparison. The units are as in Fig. 5; also B/Tesla.](image)
averaging of noisy profile data; and undertaking a more precise power balance analysis including a better estimate of the neutral beam injection (NBI) deposition profile. Nevertheless, the basic trends can be expected to persist, particularly $\alpha_\rho \geq \alpha_i$ and the decrease of both $\alpha_\rho$ and $\alpha_i$ with increasing minor radius.

3. Dependence on Rotation

Present experiments differ from ITER and future tokamaks in the magnitude of the expected plasma rotation. Until recently, the experience base for AI discharges has been dominated by plasmas with strong toroidal rotation, using significant levels of NBI co-injection for plasma heating. In recent DIII-D experiments we have studied the changes in characteristics and performance of AI plasmas as the input torque and the resulting toroidal rotation are varied in discharges with similar density and $\beta$ but a range of $q_{95}$ (3.1–4.9) [7]. The experiments used combinations of co- and counter-NBI with feedback control of $\beta_N$. Increasing the rotation by a factor of 3 led to a decrease in the electron and ion thermal diffusivities by a factor of 2, with very little change in the density, temperature, or current profiles (Fig. 11). The momentum diffusivity also increased in the core of the plasma.

The lower limit to achievable rotation was set by the penetration of error fields and subsequent locking. From the lowest accessible rotation to the highest, a range of $\sim 4.6$, $H_{98}$ [8] increased from $\sim 2.0$ to $\sim 2.5$ and $H_{982}$ from $\sim 1.1$ to $\sim 1.4$, with a weak dependence on $q_{95}$ (Fig. 12). Modeling using the GLF23 code indicates that the dominant effect is the increase in $E \times B$ flow shear, with an accompanying decrease in low- and intermediate-$k$ turbulence. At low rotation an equally good fit is obtained with and without the flow shear terms.

The energy confinement time in the lower $q_{95}$ plasmas were more sensitive to changes in rotation, largely because the $m/n = 3/2$ NTM island width increases as $q_{95}$ is reduced and because the $q = 2$ surface is at larger $\hat{\rho}$, allowing the islands to affect a larger fraction of the plasma volume. Figure 13 shows the change in island width with rotation estimated on the basis of magnetic probe signals and the radial location. The location of the $q = 2$ surface is $\hat{\rho} = 0.44$ for $q_{95} = 4.5 - 4.9$ and $\hat{\rho} = 0.59$ for $q_{95} = 3.1 - 3.4$. (Note that for fixed $q_{95}$ the $q$ profile does not change when the rotation changes.) Figure 13 also shows the estimated change in energy confinement time due to the presence of the NTM. The strongest effect is for low $q_{95}$ at low rotation, where $\sim 15\%$ of the energy confinement is lost, compared to a hypothetical case with no NTM. However, the difference between the maximum and
minimum rotation cases is only 4%-6% for all values of $q_{95}$. Comparing Figs 12 and 13 we see that the effect of decreasing 3/2 island width, while less important than the changing $E \times B$ flow shear, is not negligible.

4. An Observation on $T_e/T_i$ Effects

Experiments at DIII-D have also addressed the dependence of confinement on $T_e/T_i$ [9]. Adding electron cyclotron heating (ECH) to an AI scenario plasma increased $T_e/T_i$, but also increased energy and momentum transport. Further analysis of these studies shows that, in addition to the effect on momentum and energy confinement, particle transport is strongly coupled to rotation. Figure 14 compares two AI discharges, matched in $\beta$ and central rotation. One has only co-injected NBI plus ECH, and the other has no ECH but uses co- plus counter-NBI to produce the same $\beta$ and rotation. Note that the reduction in density is the same when either the ECH or counter-NBI is added, even though $T_e/T_i$ is different. This appears to indicate that the increase in particle transport is coupled to the decrease in rotation rather than to the direct effect of ECH on $T_e/T_i$. The effect is thus presumably indirect, via the effect of changing $T_e/T_i$ on momentum transport.
5. Summary & Conclusions

AI plasmas are a realization of the ITER hybrid scenario, providing high neutron fluence in a long inductive discharge. We report here new results on the dependence of confinement in AI plasmas on several key parameters. A joint JET and DIII-D experiment has studied the scaling of confinement with normalized plasma size or ion gyroradius ($\rho_i$). This study spans a range in $\rho_i$ of 2.7, roughly equal to the range from JET to ITER. The significant preliminary results are: (i) a good identity match has been demonstrated, confirming the validity of the study, (ii) the global scaling of the energy confinement time is roughly Bohm-like, $B\tau_E \propto \rho_i^{-1.91}$, and (iii) the local thermal diffusivities (assuming $\chi/\chi_B \propto \rho_i^{\alpha}$) scale as $\alpha_e = -0.24$ to -0.74 and $\alpha_i = -0.42$ to -0.69, depending on location within the plasma (from $\rho_i = 0.45$ to 0.85). This scaling with $\rho_i$ is similar to that found for L-mode, and is less favorable than the conventional H-mode scalings (ITER98(y,2), DS03). However projection to ITER must also take into account the dependences on collisionality, rotation, and $T_e/T_i$. Until these are determined, a definitive projection to ITER cannot be done.

We also present new results on the dependence of confinement in AI plasmas in DIII-D on rotation and on the presence of an NTM. We find that the overall increase in energy confinement time from the minimum to the maximum accessible rotation is as much as 40%. Over the same rotation range, the estimated reduction in $\tau_E$ due to the NTM decreases by up to 6%. We estimate that, at the highest rotation, the NTM has a 5%-10% effect on $\tau_E$. Also, extending the analysis of DIII-D experiments using ECH to study the influence of varying $T_e/T_i$ on confinement shows that the density reduction often seen with ECH is directly coupled to the change in rotation and is only indirectly due to changing $T_e/T_i$ via modification of momentum transport.

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