

Scenarios for physics experiments in the COMPASS Upgrade tokamak

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Introduction

The COMPASS Upgrade tokamak [1] will have dimensions $R_0 \sim 0.894\text{m}$ and $a \sim 0.275\text{m}$ with high-field ($B_t \sim 5\text{T}$), high-current ($I_p \sim 2\text{MA}$), high-triangularity ($\delta \sim 0.5$) capabilities. The machine should be completed by 2025. It will be located in Prague, Czech Republic. This contribution is dedicated to the accessibility and operating parameters of the high-performance scenarios that will be used to study pedestal and edge physics. The machine will build on and expand the results of Alcator C-mod [2].

Introducing various modes of improved edge confinement

ELMy H-mode should be accessed at the minimum power density $n_{e,\text{min,Ryter}}$ [3]:

$$n_{e,\text{min,Ryter}} = 0.7 I_p^{0.34} B_t^{0.62} a^{-0.95} (R/a)^{0.4} 10^{19} \text{m}^{-3}$$

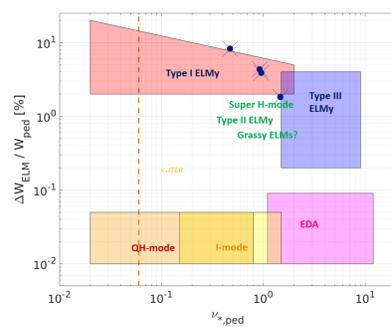
Accessibility of 3 distinct regimes of "improved" plasma confinements

- ELMy H-mode
- Enhanced D-Alpha (EDA) H-mode
- I-mode

Threshold in heating power to access the ELMy H-mode: $P_{L,\text{HELMY}} = 0.0488 n_{e,20}^{0.717} B_t^{0.803} S^{0.941} [\text{MW}]$

	Threshold power [MW]	$n_{\text{ped}} [10^{20} \text{m}^{-3}]$	$\tau_{\text{E}} [\text{s}]$
ELMy H-mode [4], [5]	$P > P_{L \rightarrow H}, n_e > n_{e,\text{min}}$	$\approx 2.5 B_{\text{pol}}$	$\tau_{\text{H98}}(y, 2)$
I-mode	$0.162 n_{e,20} B_t^{0.26} S$	no pedestal	$\sim 0.8 \tau_{\text{H98}}(y, 2)$ [8]
EDA H-mode [6], [7]	$0.054 n_{e,20}^{0.49} B_t^{0.85} S^{0.84}$	$3.57 I_p^{0.52} n_{e,L} B_t^{-0.38}$	$\tau_{\text{H98}}(y, 2)$

Scenario	B_t [T]	I_p [MA]	q_{95}	\bar{n}_e [10^{20}m^{-3}]	$P_{\text{NBI+PEC}}$ [MW]	P_{sep} [MW]	$n_{e,\text{ped}}$ [10^{20}m^{-3}]	$T_{e,\text{ped}}$ [eV]	v_{ped}
#3210	2.5	0.8	3.6	1.2	2+0	2.0	0.91	836	0.92
#24300	4.3	1.2	4.1	1.9	3+1	2.8	1.78	928	0.95
#5400	4.9	1.6	3.5	2	4+2	3.8	1.97	1361	0.47
#13400	5	0.8	7.3	1.1	4+2	5.1	0.9	1169	1.46
#34300	4.3	1.2	4	1	3+1	4.2	0.49	1140	0.47
#35300	4.9	1.6	3.4	1	3+1	4.2	0.49	2467	0.09
#35301	4.9	1.6	3.4	1	3+1	4.2	0.49	2467	0.09
#35400	5	1.6	3.5	1	4+2	5	0.46	2136	0.11
#43200	2.5	0.8	3.6	1.9	2+0	1.5	1.52	513	1.78
#44300	4.3	1.2	4.2	2.5	3+1	2.2	2.21	776	1.47
#44310	4.3	1.2	4.2	3	3+0	1.1	2.7	597	2.52
#45400	5	1.6	3.6	3	4+0	2.2	2.87	908	0.93

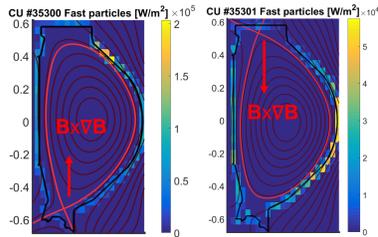
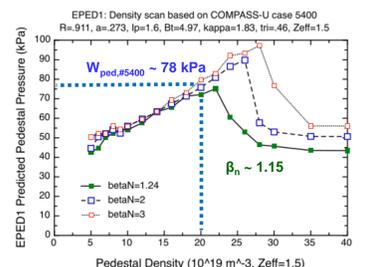
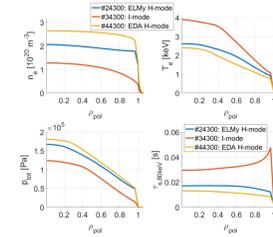
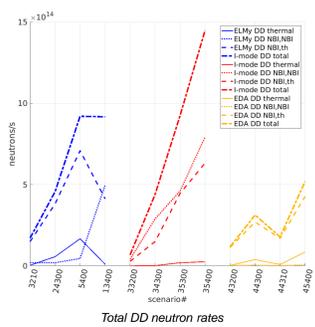


ELMy H-mode

Ballooning critical pressure gradient limit as described in [10]:

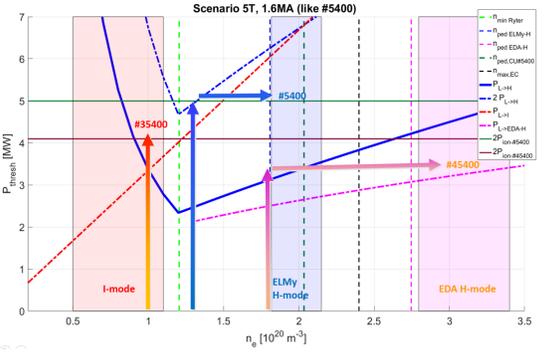
$$T_{\text{ped}} = (0.025)^2 \left(\frac{1}{4\mu_0 e} \left(\frac{B_t}{q_{95}} \right)^2 \left(\frac{R}{a} \right)^2 \left(\frac{\alpha_c^2}{n_{\text{ped}}} \right) \left(\frac{\pi(1 + \kappa_{95}) q_{\text{CY}}}{5} \right)^2 \right) \alpha_c = 0.4s(1 + \kappa_{95}^2(1 + 5\delta_{95}^2))$$

$$q_{\text{CY}} = \frac{a^2 B_t}{5 R \mu_0 R}$$



I-mode

I-mode experiments use the unfavourable drift configuration (ion ∇B drift away from the X-point), so that $P_{L,\text{HELMY}}$ is increased by a factor 2. I-mode can then be sustained at moderate heating power and lower collisionality. In the LSN configuration, large amount of fast particle losses on the PFCs are to be expected.

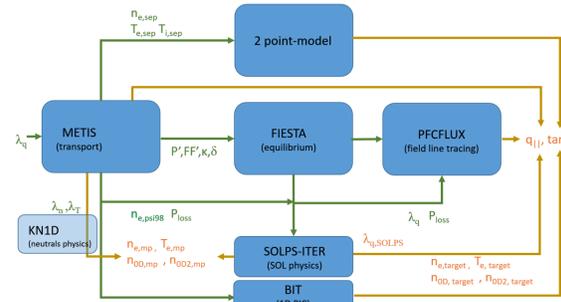


Enhanced D-Alpha (EDA) H-mode

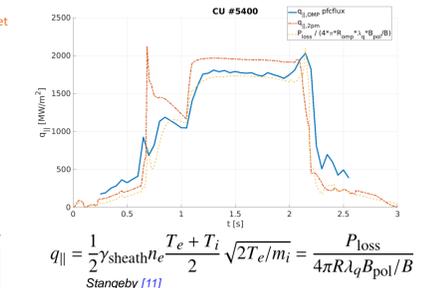
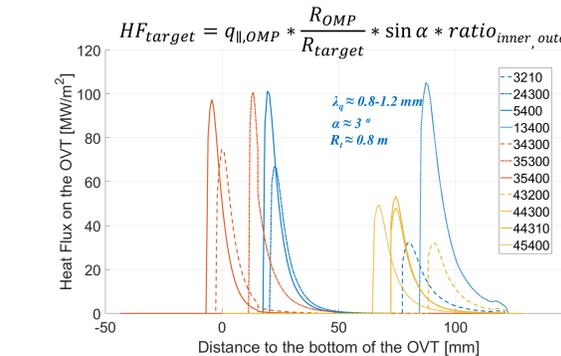
Experiments in C-mod showed that EDA is favoured by higher edge safety factor ($q_{95} > 3.7$), higher values of triangularity ($\delta > 0.3$) and higher line-averaged density prior to the L-H transition ($> 1.3 \cdot 10^{20} \text{m}^{-3}$). A quasi-coherent mode (QCM) is observed through the fluctuation of density. The pedestal top density is significantly higher than in ELMy H-mode. This has an impact on the wall neutral density [15].

Footprint of the Heat Flux on the PFCs and separatrix conditions

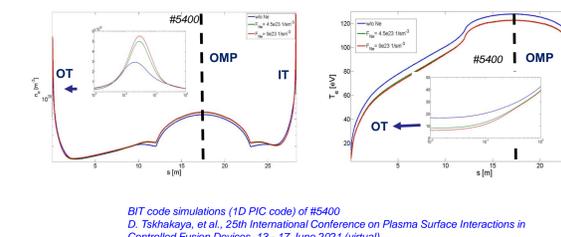
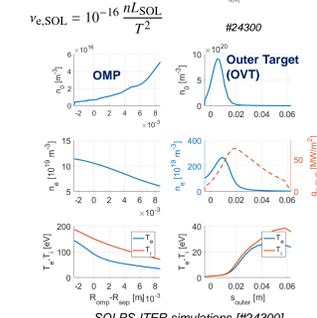
Comparing 2 point-model parallel heat flux calculations with the tracing of the heat along the flux tube with PFCFLUX allows to check validity of separatrix conditions. PFCFLUX is using the Brunner formula [13] and scaling [14] in H-mode.



At OMP: Limited: $q_{\parallel,\text{OMP}}(d) = q_{\parallel}(0, n) \times (e^{-d/\lambda_{qf}} + \frac{1}{R_0} e^{-d/\lambda_{qf}})$
Diverted: $q_{\parallel,\text{OMP}}(d) = \frac{q_{\parallel 0}}{2} \exp\left(\left(\frac{s}{2\lambda_q}\right)^2 - d/\lambda_q\right) * \text{erfc}\left(\frac{s}{2\lambda_q} - \frac{d}{s}\right)$

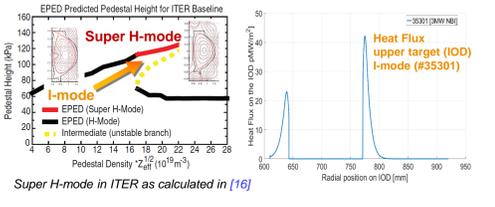


Scenario	$q_{\parallel 2\text{pm}}$ [MW/m^2]	PFCFLUX q_{\parallel} [MW/m^2]	METIS q_{\parallel} [MW/m^2]	n_e LCFS [10^{20}m^{-3}]	T_e LCFS [eV]	T_i LCFS [eV]	$v_{e,\text{sol}}$
#3210	524	561	644	0.41	135	176	2.7
#24300	1475	1267	1258	1.18	132	176	7.7
#5400	1950	1882	1781	1.37	142	196	1.1
#13400	2302	3025	3837	0.42	313	561	1
#34300	912	1405	1663	0.28	226	391	0.7
#35300	1012	1729	1898	0.32	215	397	0.8
#35301	1012	1205	1898	0.32	215	397	0.8
#35400	1076	1925	2243	0.27	244	479	0.5
#43200	586	546	513	0.79	92	127	10.9
#44300	1511	972	1228	1.29	127	167	10.8
#44310	2184	1074	624	1.89	119	181	17.8
#45400	1874	1025	1296	1.89	115	146	16.4



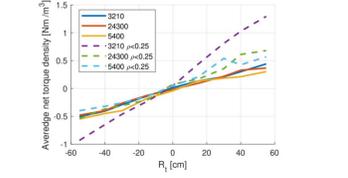
Higher confinement: Super H-mode

Strong shaping (triangularity > 0.35) leads to a partial decoupling of current-driven and pressure-driven instabilities. The "channel" of access to Super H-mode cycle can only be entered at low density and large pedestal temperature. In COMPASS-Upgrade, we study a transient high-power I-mode on the upper target (CU #35301) that would transition to a Lower X-point configuration.



Balanced torque deposition and QH-mode access

QH-mode ([17],[18]) access will involve detailed understanding of NBI torque deposition and modelling of edge plasma rotation. QH-mode can be enhanced by the use of double null shapes in COMPASS Upgrade [1]. NUBEAM calculations [19] estimate the deposited torque after calibrating the TFR loss criteria according to the full-orbit code Ebdyna. Low-input-torque plasma could be obtained in COMPASS-Upgrade with NBI heating @ $R_i \sim 0.35\text{m}$. 'edge-harmonic mode' (EHO) and higher frequency activity (HFO) will be studied [17].



Conclusions and outlook

Transport modelling of various confinement regimes in the upcoming COMPASS Upgrade tokamak was performed with the fast transport solver METIS. Scenarios that satisfy engineering constraints have been developed and can be used to anticipate the pedestal conditions in various edge transport barrier MHD activities. SOL modelling allows to improve the modelling of separatrix conditions for the transport solver.

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