

(SG2) Transport and Confinement Report



May. 15, 2024 (A. Shimizu)

Date: May. 14, 2024

Time: 10:30 - 16:45

Shot#: #191050 – #191165 (116 shots)

Prior wall conditioning: YES

Divertor pump: YES

Gas puff: H₂

IPD: OFF

NBI#(1, 2, 3, 4, 5)=gas(H, H, H, H, H)=P(4.5, 4.1, 4.2, 4.0, 4.6)MW

ECH(77GHz)=ant(5.5-Uout (or 1.5U), 2-OUR)=P(698, 380)kW

ECH(154GHz)=ant(2-OLL, 2-OUL, 2-OLR)=P(705, 889, 982)kW

ECH(56GHz)=ant(1.5U)=P(-)kW

ICH(3.5U, 3.5L, 4.5U, 4.5L)=P(0.0, 0.0, 0.0, 0.0)MW

Topics

1. Magnetic configuration effects in anomalous transport (K. Tanaka)
2. Heating power dependence of heat transport (R. Ishikawa)

Configuration effect in anomalous transport K. Tanaka (NIFS), H. Sakai (Kyushu Univ.)

Motivation

Understanding of configuration effects in anomalous transport is the most important issue for the design of next generation helical devices. We investigate configuration effects in anomalous transport experimentally.

Metrology

Density scan and heating power scan were performed at $R_{ax}=3.53, 3.6$ and $3.75m$.

#191050-191082 $R_{ax}=3.53m, B_t=2.8T$

#191106-191126 $R_{ax}=3.6m, B_t=2.75T$

#191146-191165 $R_{ax}=3.75m, B_t=2.64T$

Results

Figure 1 and 2 shows comparison of profiles at three configurations. Neoclassical transport is likely to be lowest at $R_{ax}=3.53m$, however, achieved T_e is lowest at $R_{ax}=3.53m$. Density profiles is hollower at more outwardly shifted configuration. Electron diamagnetic propagation direction of turbulence suggest that dominant instability is resistive interchange turbulence (Kinoshita PRL2024). Edge turbulence ($reff/a99 > 0.9$) is the highest at $R_{ax}=3.53m$, but core turbulence ($reff/a99 = 0.5 \sim 0.7$) is the highest at $R_{ax}=3.6m$.

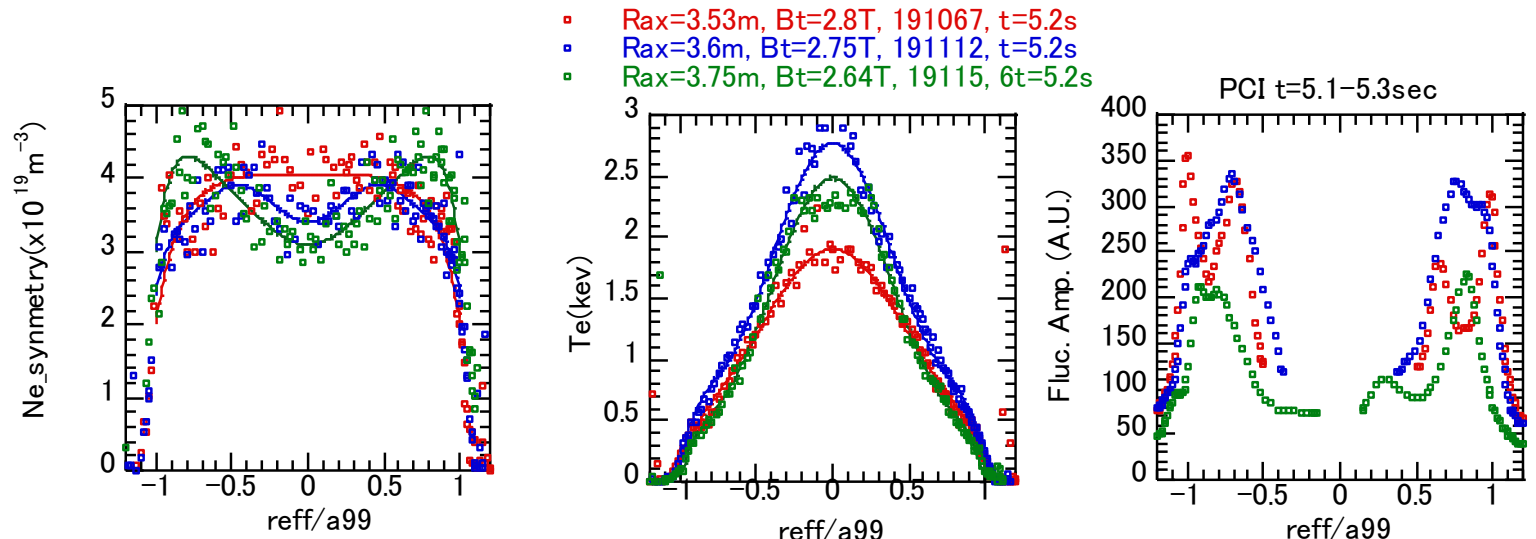


Fig.1 Comparison of profiles with 2.57MW 154GHz ECRH
 $R_{ax}=3.53m$ $R_{ax}=3.6m$ $R_{ax}=3.75m$

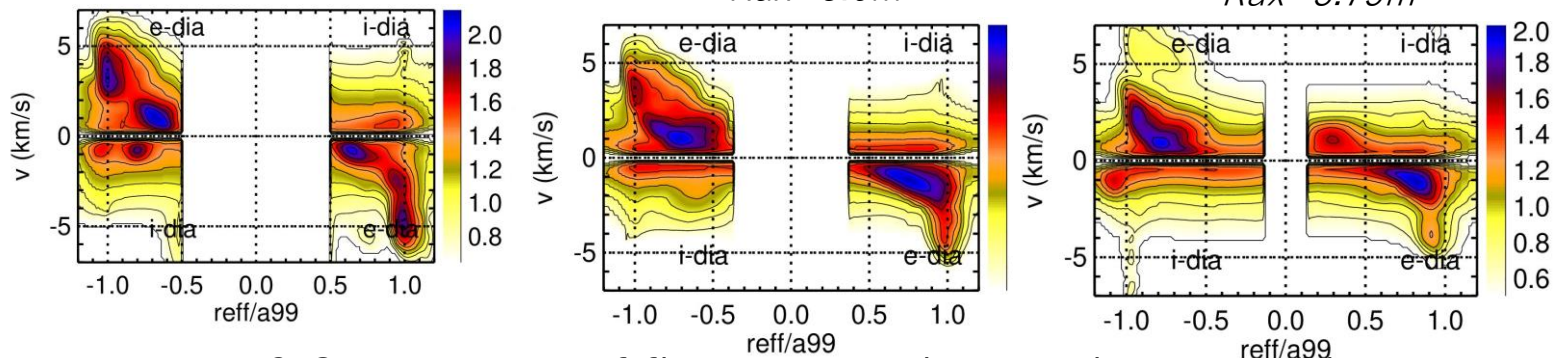


Fig.2 Comparison of fluctuation phase velocity profile

Heating power dependence of heat transport

R.T. Ishikawa & K. Nagaoka (NIFS)

Background and objective

- In previous experiments, parameters that dominate the ion-heat transport by multi-regression analysis (Nishimoto et al. 2024). They found that the geodesic curvature is the most important parameter. The second one is T_e/T_i which is not a controllable parameter.
- Our purpose is to use the heat-power ratio Q_e/Q_i instead of T_e/T_i .

Experimental Condition

- #191084-191102 (19 shots): $R_{ax}=3.60$ m, $B=2.75$ T
- #191127-191144 (18 shots): $R_{ax}=3.75$ m, $B=2.64$ T

Results

- We performed density scans and heating power scans around the ITER regime (low collision frequency and electron heating dominant) as well as more collisional regimes.
- The temperature ratio decreases as the collision frequency increases, while the opposite trend appears in the less collisional regime.
- We will investigate the effect of the different heating power ratio.

