

S. Gabriellini¹, F. J. Casson¹, C. Olde¹, E. Tholerus¹, F. Eriksson¹, K. K. Kirov¹, Ž. Štancar¹, T. Hender¹, H. Meyer²
¹ UKAEA (United Kingdom Atomic Energy Authority), Culham Campus, Abingdon, Oxfordshire, OX14 3DB, UK.
² UK Fusion Energy Ltd, Culham Campus, Abingdon, OX14 3DB, UK

STEP PROJECT AND MODELLED PLASMA SCENARIO

- **STEP.** The Spherical Tokamak for Energy Production is a proposed prototype fusion power plant designed to demonstrate net electrical power generation [1].
- **Plasma scenario analysed in this work.** SPP-2 [2]: $R_{geo} \sim 4.3$ m, D-T, 3.0 T / 21 MA, $P_{ECE} = 150$ MW, $P_{fus} = 1.8$ GW, $\beta_N \sim 4.2$, $H_{98}^* \sim 1.4$, $q_{min} > 2$, $f_{rad} = 70\%$ (Ar, Xe), DT pellet fuelling.
- **JINTRAC SUITE OF CODES**
- The **JINTRAC [3]** suite of codes has been used for modelling STEP plasma scenarios, as extensively detailed in [4]. Simulations for **Flat-Top** and **Ramp-Down** phase are performed in "assumption integration" mode, in which energy confinement is prescribed. The **Ramp-Up** phase has been modelled using TGLF surrogate neural network (sat1, EM).
- Models coupled to 1.5D **JETTO** transport solver: **ESCO** (equilibrium), **SANCO-ADAS** (impurities), **NCLASS + BgB/TGLFNN** (transport models), **HPI2/Continuous pellet** (pellet injection).
- Predicting $j_z, n_D, n_T, T_e, T_i, n_{Xe}, n_\alpha, n_{Ar}$.

PELLET MODELLING DURING FLAT-TOP AND RAMP-UP

- **HPI2** (Hydrogen Pellet Injection) models the pellet ablation and homogenization, based on Neutral Gas and Plasma Shielding (NGPS) model [5], accounting for plasmoid drift and arbitrary pellet injection configurations. Coupled to JETTO it gives the pellet particle source for the particles transport equation. In this scenario and with these assumptions, a pellet frequency of **~15 Hz** is found to be needed during Flat-Top.
- **Pellet reliability studies during Flat-top phase.** A pellet injector reliability model based on a random number generator has been implemented in JETTO to account for missed pellet injections and their impact on plasma parameters.

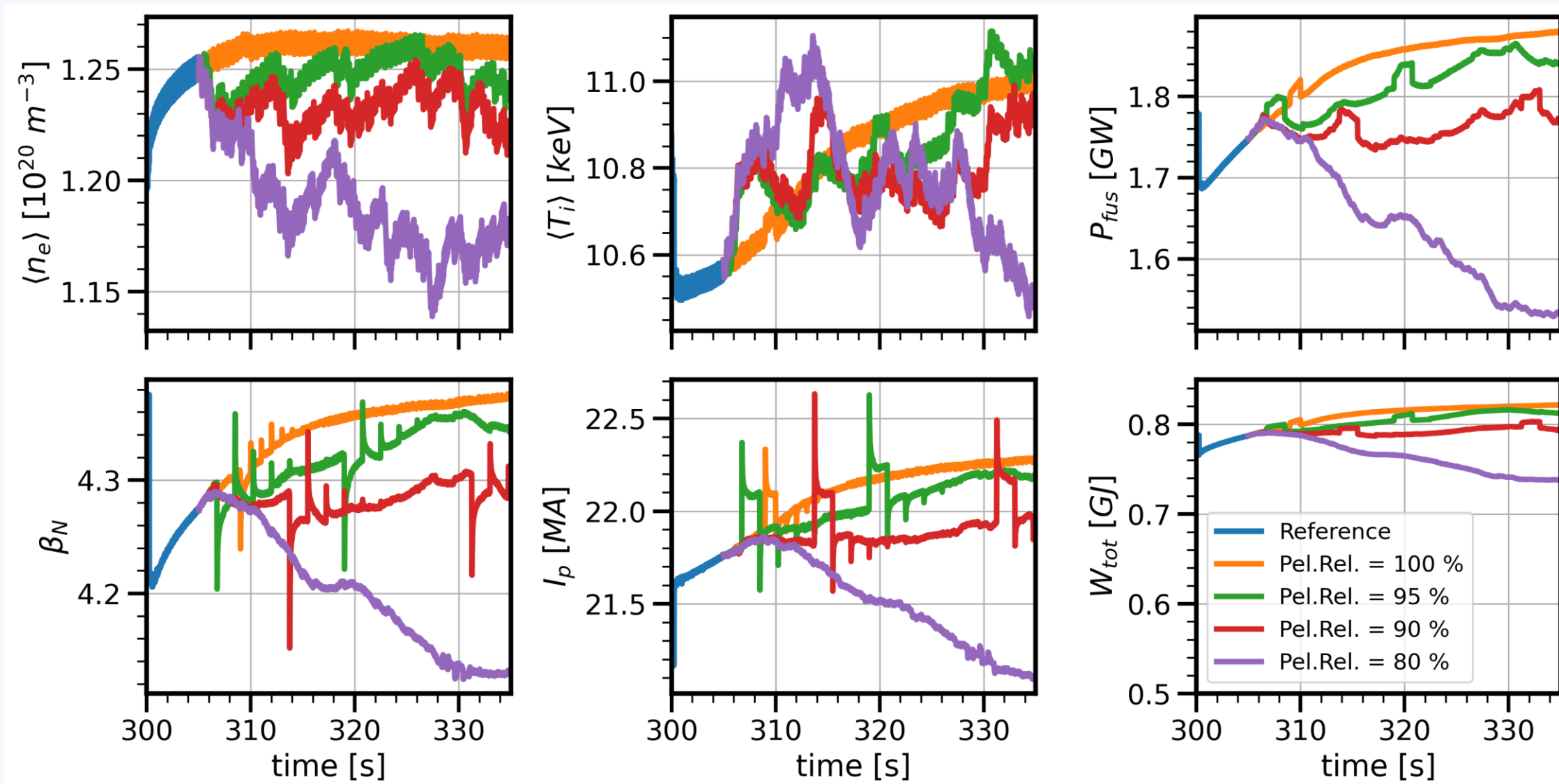


Figure 1. Time traces of the Flat-Top phase for the line averaged density, volume averaged ion temperature, fusion power, normalised beta, plasma current and total energy, for different values of pellet injector reliability.

- **Pellet modelling during Ramp-Up with JETTO-TGLFNN-HPI2.** The reference ramp-up simulation, originally performed using the continuous pellet model, has been modelled with JETTO-TGLFNN-HPI2 at five selected time points of the ramp.

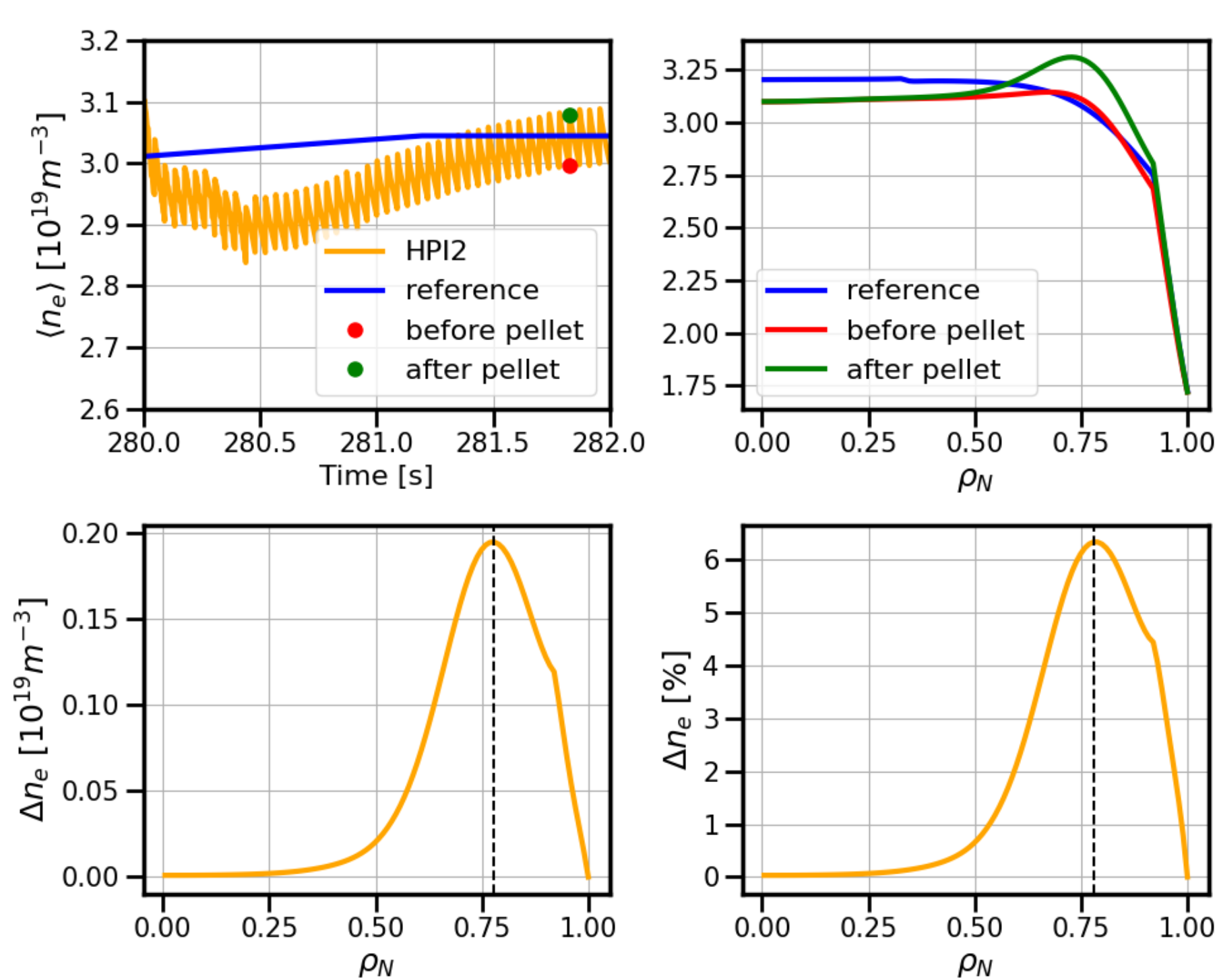


Figure 2. From top to bottom, left to right: time trace of line average electron density for the continuous pellet (blue) and HPI2 (orange); electron density profiles comparison between reference and before/after pellet injection; absolute variation in density; relative variation in density ($\Delta n_e/n_e$).

Key takeaways

- Flat-top pellet frequency ~15 Hz.
- At 80% injector reliability the frequency must be increased to ~20 Hz to maintain constant P_{fus} .
- Pellet frequency during Ramp-Up spans from 1 to 23 Hz.
- The Δn_e [%] that can trigger an ELM in a STEP-like plasma is not clear.
- Maximum **local** $\Delta n_e \sim 6\%$ obtained at beginning of Ramp-Up, at lower current and higher frequency.
- Maximum **global** $\Delta n_e \sim 4\%$ obtained when density and frequency are the lowest.

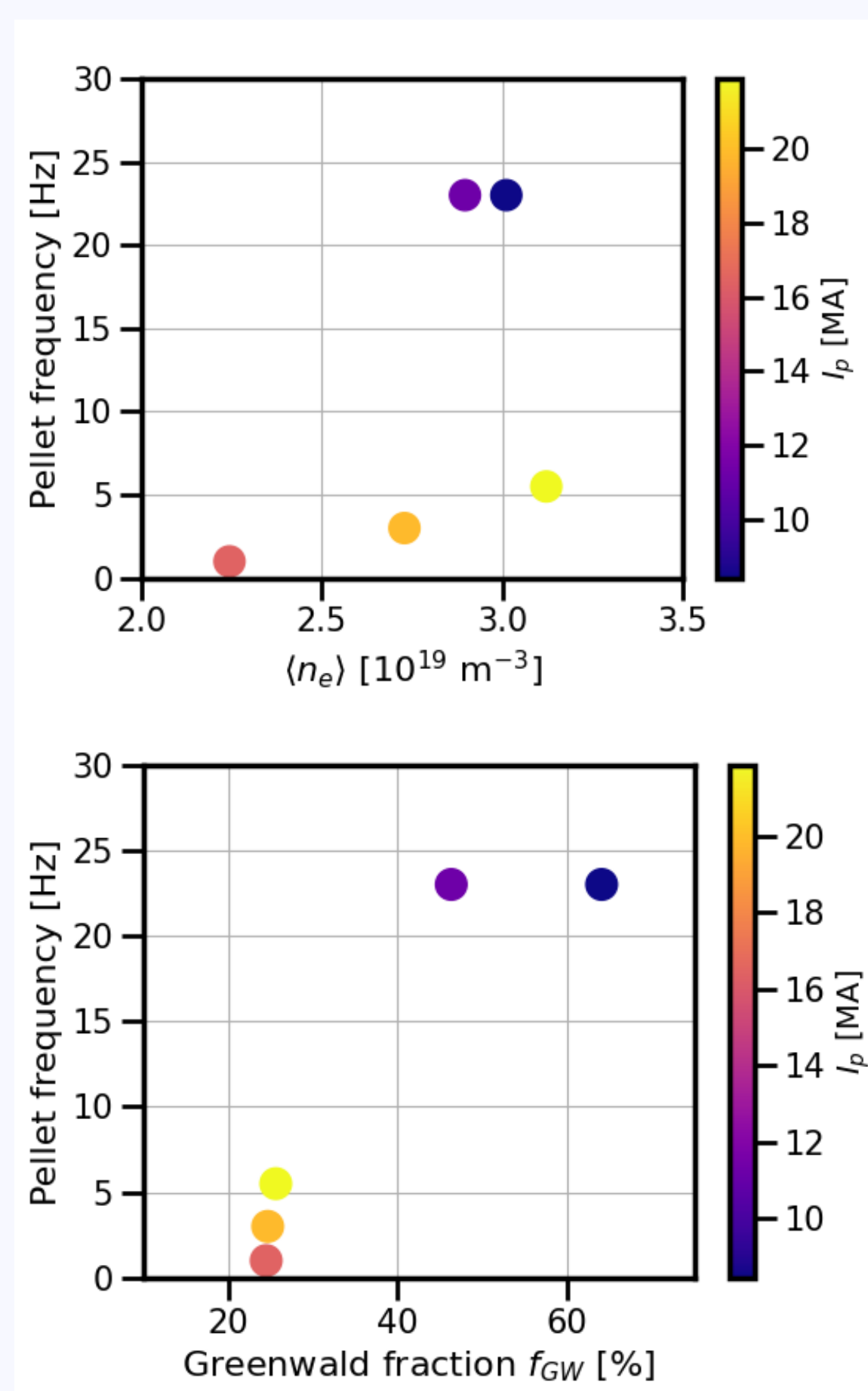


Figure 3. Pellet injection frequency obtained with HPI2 matching the reference density at five different Ramp-Up times.

NON-INDUCTIVE CURRENT RAMP-DOWN

- **Goal:** establish a safe termination pathway for a STEP high f_{rad} EC heated scenario with JINTRAC integrated modelling.
- **Actuators:** EC power, pellets fuelling rate and mix, impurity seeding fuelling rate.
- **Challenges:** vertical stability, Greenwald density limit, back-EMF induced current, q-profile control, exhaust, radiation limits.
- The two-step approach found for the previous STEP design point has been used:
 - **Phase I: DT->DD transition.** Transition from a 50-50 DT plasma to a pure D plasma by acting on the pellet source mix, bringing $P_{fus} \rightarrow 0$ over ~200 seconds. Temperatures stay roughly constant until the P_α is dissipated.
 - **Phase II: EC power ramp down.** EC power is decreased almost linearly to decrease temperature, bootstrap current and overall plasma current. Electron density is decreased by feedback loop acting on magnitude of pellet source, tracking a linear decrease of the Greenwald fraction. Radiation fraction is also decreased (not shown) from 70% to ~28%.

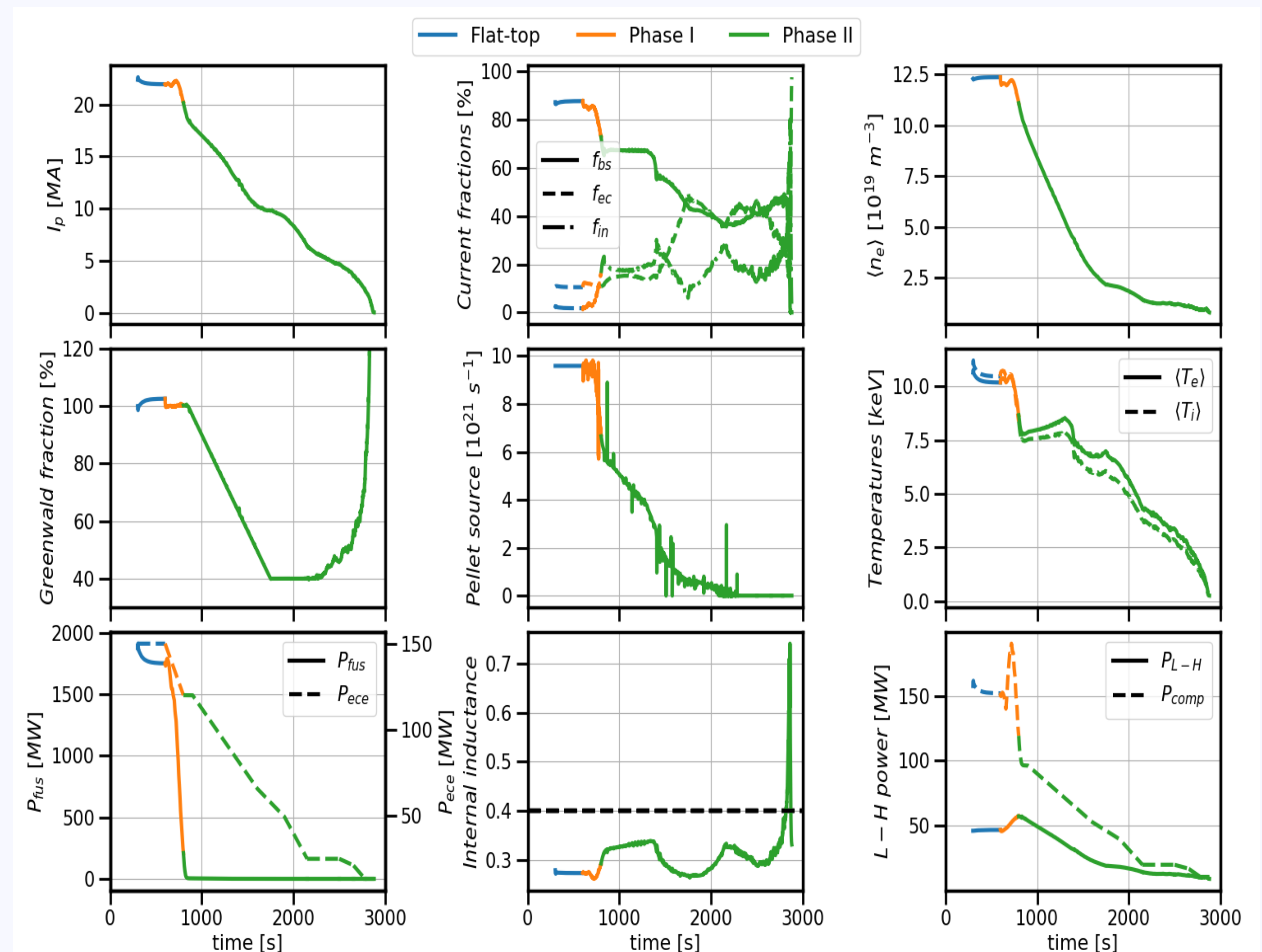
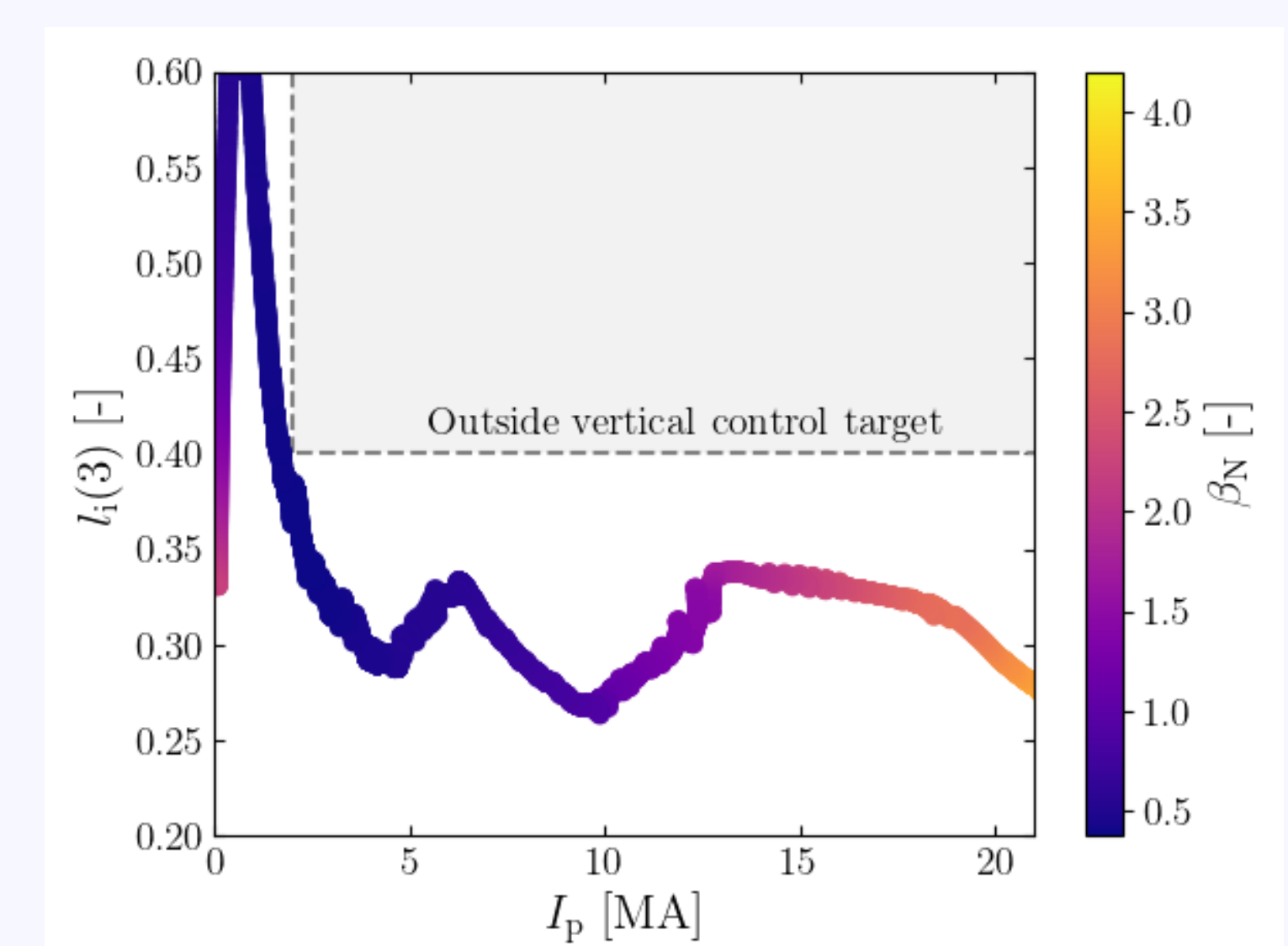


Figure 4. Time traces of the Ramp-Down phase for the plasma current, bootstrap/EC/inductive current fractions, line averaged electron density, Greenwald fraction, pellet source electron and ion temperatures, fusion power, internal inductance, L-H transition power and $P_{comp} = P_{tot} - P_{rad}$.

Key takeaways

- Ramp-Down length ~ **35 minutes**: long $\tau_R \sim 10^3$ s and back-EMF current.
- **Back-EMF** is challenging, peaks current density and increased l_i .
- **Reducing P_{fus}** early helps reducing pressure and bootstrap current fraction.
- MHD and vertical stability analysis performed: plasma is **stable** down to ~1 MA.
- **Delaying H-L transition** is beneficial to keep l_i under control. Martin's scaling is used [7]:
 - $P_{LH} = C_1 n_e^{0.717} B_t^{0.803} S^{0.941} (M/2)^{-1}$, compared to $P_{comp} = P_{OH} + P_\alpha + P_{EC} - P_{rad}$.
 - Decreasing n_e and f_{rad} helps delaying H-L transition.
- Controlling **EC deposition location** fundamental to reduce l_i increase \rightarrow flexible ECCD.
- Greenwald fraction not controlled at the end, disruptions deemed acceptable due to low current.

Figure 5. Current Ramp-Down trajectory and corresponding $l_i(3)$ and β_N values. The region inside vertical control target is computed via simple fit of NSTX experimental data [5]: $\kappa \sim 3.4 - l_i(3)$.



Future work

- Radiation computed self-consistently with impurities (Ar, Xe). In this work the impurity transport is computed, but radiation waveform is imposed.
- Improved transport model (TGLF/TGLFNN).
- Investigate exhaust requirements.
- Multi-objective optimisation integrated within JINTRAC to explore other viable paths.