

Integrated Scenario Modeling for Steady State Operation in DIII-D and ITER*

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Steady-state operation with $Q \geq 5$ is a high level goal for ITER. Advanced Tokamak (AT) research on DIII-D focuses on development of the scientific basis for scenarios that meet this objective. This requires fully noninductive (NI) operation with high self-driven bootstrap current fraction and high toroidal beta. Recent progress in this area includes demonstration of 100% NI conditions with high normalized fusion performance, $G = \beta_N H_{89} / q_{95}^2 = 0.3$, demonstrating the ITER $Q = 5$ steady state scenario [1]. Integrated modeling is a crucial tool in the DIII-D AT research program. The theory-based (GLF23) model with self-consistent source/sink calculations in the ONETWO transport code is used to design experiments and interpret their results on DIII-D. The same tools have been used to extrapolate from DIII-D to ITER, predicting successful achievement of the $Q = 5$ steady state scenario with ITER's "Day-1" heating and current drive capabilities (no LHCD). In the ITER modeling, the density profile as well as the pedestal width are based on a DIII-D AT-type discharge. The existence of a steady state scenario that achieves $f_{NI} = 101\%$, and $Q = 5.8$ was found with $f_{BS} = 69\%$ and $T_e(0) \approx T_i(0) \approx 21$ keV at $I_p = 9$ MA and $B_T = 5.1$ T [1,2]. Recent simulations with the same input power and kinetic profiles, but starting from a broad current profile [as indicated by $\rho(q_{\min}) \approx 0.6$ and $q_{\min} \approx 2$] form a strong, but broad, internal transport barrier (ITB) early, making $T_i(0)$ increase by factor 2, with $T_i/T_e \approx 1.5$, Q increasing by 50%, and β_N reaching 3.8. Although it still appears transient, the behavior is reminiscent of the DIII-D experiment where $\beta_N = 4$ was maintained for 2 s by starting from a broader current profile using B_T ramp [3]. Work continues to examine if the ITB can be sustained by the off-axis ECCD.

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