Momentum injection in tokamak plasmas and transitions to reduced transport

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The effect of momentum injection on the temperature gradient in tokamak plasmas is studied. A plausible scenario for transitions to reduced transport regimes is proposed. The transition happens when there is sufficient momentum input so that the velocity shear can suppress or reduce the turbulence. However, it is possible to drive too much velocity shear and rekindle the turbulent transport. The optimal level of momentum injection is determined. The reduction in transport is maximized in the regions of low or zero magnetic shear.

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Introduction. In this Letter, we study the effect of velocity shear on turbulent transport in tokamaks to answer two questions: (a) what is the optimal momentum input that minimizes radial energy transport? and (b) under what conditions do abrupt transitions to reduced transport regimes occur? Experimentally, tokamak plasmas can develop regions of reduced transport where the temperature gradient is much higher than the typical value for the same energy input, leading to more stored energy and better performance at less cost. In large tokamaks, these Internal Transport Barriers (ITBs) are found in regimes with low magnetic shear and with a net momentum input by neutral beams. In previous work, flow shear and the Shafranov shift have been proposed as causes for the transition to reduced transport. Here we highlight the physical influence of the velocity shear and momentum input. Employing basic properties of the turbulent transport deduced from new numerical results, we show that there is an optimal level of momentum input, and prove that abrupt transitions to reduced transport are possible because the steady state transport equations have several solutions, allowing for bifurcations. We also obtain the conditions under which transitions can occur.

State of numerical evidence. Refs. 6, 7 studied numerically the effect of flow shear on the turbulent ion radial energy flux $Q_t$ with finite 6 and zero 7 magnetic shear. In Fig. 1 we sketch the dependence of $Q_t$ on the dimensionless parameters $\kappa = R/L_T$ and $\gamma_E = (B_T/B_P)(R^2/v_{ti})\partial\omega/\partial r$, where $L_T = |d\ln T_i/\partial r|^{-1}$ is the scale of variation of the ion temperature, $\omega$ is the rotation rate, $v_{ti}$ is the ion thermal speed, and $R$ and $r$ are the minor and major radius, and $B_T$ and $B_P$ are the toroidal and poloidal magnetic field. The energy flux is normalized by the gyroBohm value $Q_{gb} = (\rho_i/R)^2\gamma_{ti}$, with $\rho_i$ and $\rho_i$ the ion pressure and gyroradius. The curves in Fig. 1 are generated by a simple analytic model chosen to approximate the zero magnetic shear results of 7. For every $\kappa$, there is a minimum $Q_t$, and for sufficiently small $\kappa$, this minimum is zero. For large $\gamma_E$, the parallel velocity gradient drives an instability that rekindles the turbulence 9, 10. The dependence of $Q_t$ on $\kappa$ and $\gamma_E$ is qualitatively similar for finite magnetic shear 6, but quantitatively there is a considerable difference: with zero magnetic shear, the minima in $Q_t$ are much smaller for the same $\kappa$, and the region of $\gamma_E$ for which the turbulence is suppressed is wider.

The turbulent flux of toroidal angular momentum $\Pi_t$ was also calculated in 6, 7. It is also normalized by the gyroBohm value $\Pi_{gB} = (\rho_i/R)^2R\gamma_{ti}$. The dependence of $\Pi_t$ on $\kappa$ and $\gamma_E$ has a remarkable property: defining the normalized turbulent diffusivities as $\chi_t = Q_t/\kappa$ and $\nu_t = \Pi_t/[(B_T/B_P)\gamma_E]$, the turbulent Prandtl number $\nu_t = v_{ti}/\chi_t$ was found to be approximately independent of $\kappa$ and $\gamma_E$ and of order unity 11.

Graphical analysis. We analyze a plasma heated by neutral beams. Consider a flux surface that contains the volume inside which the energy and momentum are deposited. The ratio of the injected momentum and energy fluxes is $\Pi_b/Q_b \sim C v_{ti}/V_b$, where $V_b$ is the beam velocity, $C$ is a geometrical constant dependent on the angle of the beams and $\Pi_b$ and $Q_b$ are normalized by the gyroBohm values. Thus, $\Pi_b/Q_b$ is a constant that only depends on the characteristics of the beam. In experiments, $\Pi_b/Q_b$ is usually of the order of 0.1 11.

To determine $\kappa$ and $\gamma_E$, we need to solve the equa-
tions \( Q = Q_t + Q_n = Q_b \) and \( \Pi = \Pi_t + \Pi_n = \Pi_b \), where \( Q_n = \chi_n\kappa \) and \( \Pi_n = \nu_n(B_T/B_P)\gamma_E \) are the collisional neoclassical energy and momentum fluxes [12]. The dimensionless diffusivities \( \chi_n \) and \( \nu_n \) are proportional to the ion-ion collision frequency and depend on the magnetic field geometry. Importantly, the neoclassical Prandtl number \( Pr_n = \nu_n/\chi_n \sim 0.1 \) is smaller than the turbulent Prandtl number \( Pr_t \sim 1 \) [12].

To describe the solutions to \( Q = Q_b \) and \( \Pi = \Pi_b \), we plot the curves of constant \( \Pi/Q \) in a \((\kappa, Q)\) graph, as given in Fig. 2 [18]. The beam characteristics determine the curve of constant \( \Pi/Q \). Then, given \( Q \), the temperature gradient \( \kappa \) is easy to read off the graph.

To understand Fig. 2, it is convenient to consider the \((\gamma_E, \kappa)\) parameter space and search for points of intersection of curves of constant \( Q \) and \( \Pi/Q \). From the general shape of the constant \( \kappa \) curves in Fig. 1 we infer the contours of constant \( Q \) in the \((\gamma_E, \kappa)\) plane, shown in Fig. 3(a). The transport is purely neoclassical for \( \kappa \) below the critical value \( \kappa_c(\gamma_E) \) (this corresponds to the points in Fig. 1 where \( Q_t \) vanishes; it is not the linear stability boundary [19]). At \( \kappa < \kappa_c \), the constant \( Q \) curves are horizontal because \( Q_n \) is independent of \( \gamma_E \). At \( \kappa > \kappa_c \), since neoclassical transport is usually much smaller than turbulent transport, the constant \( Q \) curves are approximately the constant \( Q_t \) curves. We stress that \( \kappa_c(\gamma_E) \) is the curve of \( Q_t = 0 \), but it is not a curve of constant \( Q = Q_t + Q_n \). In Fig. 2(a), we have exaggerated the difference.

The curves of constant \( \Pi/Q \) are also shown in Fig. 3(a). For \( \kappa < \kappa_c \), the transport is neoclassical, and for \( \kappa \gg \kappa_c \), turbulence dominates. Therefore

\[
\kappa = (\Pi/Q)^{-1}Pr_n(B_T/B_P)\gamma_E \quad \text{for} \quad \kappa < \kappa_c, \tag{1}
\]

\[
\kappa = (\Pi/Q)^{-1}Pr_t(B_T/B_P)\gamma_E \quad \text{for} \quad \kappa \gg \kappa_c. \tag{2}
\]

In both regimes, the curves of constant \( \Pi/Q \) are straight lines passing through the origin. Since \( Pr_t > Pr_n \), these lines are steeper in the turbulent than in the neoclassical regime. To transit from the former to the latter, the curves of constant \( \Pi/Q \) must approximately follow the curve \( \kappa_c(\gamma_E) \) because neoclassical and turbulent transport are comparable in its vicinity. In Fig. 3(a), the transition from Eq. (1) to Eq. (2) is shown in detail by exaggerating the difference between the constant \( Q \) curve and \( \kappa_c(\gamma_E) \). This piece of the curve of constant \( \Pi/Q \) is crucial for bifurcations.

Fig. 2 was produced using Fig. 3(a). The intersections of constant \( Q \) and constant \( \Pi/Q \) curves for \( \kappa \gg \kappa_c \) correspond to the high \( Q \) section of the curves in Fig. 2 and the intersections for \( \kappa < \kappa_c \) form the neoclassical straight line. The region in between, where for each value of \( Q \) and \( \Pi \) we can find several values of \( \kappa \), is examined in the \((\gamma_E, \kappa)\) space below in the section on bifurcations.

**Optimal momentum injection.** In Fig. 2 it is clear that to maximize \( \kappa \), we need to operate on the red dashed line \( \kappa_{\text{max}}(Q) \) that corresponds to the the maxima in \( \kappa \) at constant \( Q \) in Fig. 3(a). However, once there, any increase in \( \kappa \) achieved by increasing the energy input \( Q \) is small because turbulent transport is very stiff. Therefore, the optimal operation is at the maximum critical tempera-

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**FIG. 2:** Energy flux \( Q \) vs. temperature gradient \( \kappa \) for a constant ratio \( \Pi/Q \) of momentum and energy input.

**FIG. 3:** (a) Curves of constant \( Q \) (dashed lines) and constant \( \Pi/Q \) (solid lines). The thin red line is the critical temperature gradient \( \kappa_c \) below which there is no turbulence. (b) Sketch of the intersection between a curve of given \( \Pi/Q \) and curves of constant \( Q \) with \( Q_1 > Q_2 > Q_3 \). The black dash-dot line is \( \Pi/Q = 0.04 \). (c) Diagram for \( \Pi/Q = 0.08 \). (d) Diagram for \( \Pi/Q = 0.1 \).
decreases}.

Conditions for bifurcations. Transitions can happen only when there are several values of $\kappa$ and $\gamma_E$ for given values of $Q$ and $\Pi$. The curves of constant $Q$ and constant $\Pi/Q$ can intersect in multiple points, as exemplified by the thicker line in Fig. 2. Fig. 3(b) is a sketch of the curves in the $(\gamma_E, \kappa)$ plane that correspond to this case. For $Q = Q_1$, turbulence dominates and there is only one solution, $A_1$. If we decrease the energy input to $Q_2$, there are three solutions $A_2$, $B_2$ and $C_2$, where $C_2$ is neoclassical. A jump from $A_2$ to $C_2$ reduces the transport and increases the temperature gradient. If we continue decreasing $Q$ to $Q_3$, the constant $Q$ and $\Pi/Q$ curves become tangent and there are two solutions. For $Q < Q_3$, there is only one solution, which is neoclassical.

Increasing $\Pi/Q$ above the value in Fig. 3(b) gives the curves in Fig. 3(c). The solution $C$ with the largest $\kappa$ is not purely neoclassical because the large momentum input causes a large parallel velocity gradient, which drives turbulence. At even larger $\Pi/Q$, the situation is as in Fig. 3(d), where there is only one solution for each $Q$ and bifurcations are not possible. It is easy to see how these cases are reflected in the large $\Pi/Q$ curves of Fig. 2. We now discuss the conditions for several solutions to exist.

Compare Figs. 3(b) and 3(d). The existence of several solutions is determined by the slope of the piece of the curve of constant $\Pi/Q$ that transits between the neoclassical and turbulent regimes. We study that region to prove that to have several solutions and hence transitions, $\Pi/Q$ and $Q$ must be within a domain determined by the shape of the curve $\kappa_c(\gamma_E)$. Near this critical curve, $Q_t \approx \chi_0^\gamma(E)[\kappa - \kappa_c(\gamma_E)]$, where $\chi_0^\gamma = \kappa_c(\partial \chi_0^{\gamma}/\partial \kappa)_{\kappa=\kappa_c}$ and $\Delta \kappa = \kappa - \kappa_c < \kappa_c$. We also assume that $P_{Tn}$ remains approximately constant even for $\kappa \approx \kappa_c$. Then, expanding in $\chi_n/\chi_0 \ll 1$ and ordering $P_{Tn} \sim P_{Tn} \sim 1$, we find the curves of constant $\Pi$ and $\Pi/Q$ to be

$$\Delta \kappa Q(\gamma_E) = \frac{Q}{\chi_T} \frac{\gamma_n \kappa_c}{\chi_T},$$

$$\Delta \kappa_{\Pi/Q}(\gamma_E) = \frac{\kappa_n \kappa_c}{\chi_T} \frac{\Pi/Q - P_{Tn}(BT/B_P)(\gamma_E/\kappa_c)}{(\gamma_E/\kappa_c) - \Pi/Q}. \tag{3}$$

We plot these approximate expressions in Fig. 4(a). The expression for $\Delta \kappa_{\Pi/Q}(\gamma_E)$ is only valid for the transition region between the turbulent and neoclassical regimes, i.e., for $\gamma_E < \gamma_E < \gamma_E$, where $\gamma_E$ and $\gamma_E$ are the intersections between the curve $\kappa_c(\gamma_E)$ and the lines $\Pi/Q$ and $\Pi/Q$, i.e., $P_{Tn}(BT/B_P)(\gamma_{c1}/\kappa_c(\gamma_E)) = \Pi/Q$ and $\Pi/Q(\gamma_{c2}/\kappa_c(\gamma_E)) = \Pi/Q$. These points of intersection are marked as red squares in Fig. 3(b), and as red dash-dot lines in Fig. 4(a).

The solutions to $Q = Q_b$ and $\Pi/Q = \Pi_b/\Pi_b$ are given by $\Delta \kappa Q(\gamma_E) = \Delta \kappa_{\Pi/Q}(\gamma_E)$. In Fig. 4(a), we recast Fig. 3(b) in terms of $\Delta \kappa$. To have several solutions we need type B solutions that we define as intersections where $\Delta \kappa_{\Pi/Q}(\gamma_E,B) < \Delta \kappa_{\Pi/Q}(\gamma_E,B)$. Here $'$ denotes differentiation with respect to $\gamma_E$. This condition gives

$$\kappa_n'(\gamma_E,B) > \frac{1}{P_{Tn}} B_P \frac{BT}{\Pi/Q} \left[ \frac{\kappa_c(\gamma_E,B)}{\gamma_E,B} \right]^2 \equiv K(\gamma_E,B). \tag{5}$$

In Fig. 3(b), the dashed line is $\kappa_n'$, and the solid line is $K(\gamma_E)$. Condition (5) is never satisfied near $\gamma_E$ because $\Delta \kappa_{\Pi/Q} \rightarrow -\infty$ there.

Condition (6) defines an interval

$$\frac{\Pi}{\Pi_{\Pi/Q}} < \frac{\Pi}{\Pi_{\Pi/Q}} < \frac{\Pi}{\Pi_{\Pi/Q}} \left(6\right)$$

outside of which there is only one solution for each $Q$. Inequality (6) is plotted for $\Pi/Q = \Pi/Q_{\Pi/Q}$ and $\Pi/Q = \Pi/Q_{\Pi/Q}$ (in Figs. 4(c) and 4(d), respectively. At both $\gamma_E$, and $\gamma_E$, $\kappa_n' = K$. In addition, $\gamma_E = \gamma_E$, whereas at
Conclusions. In tokamaks, the turbulent transport of energy and momentum satisfies two properties: (i) given the energy flux $Q$, the temperature gradient $\kappa$ has a maximum possible value achieved at a finite flow shear $\gamma_E$: and (ii) the turbulent Prandtl number $Pr_t$ is approximately constant. Using these properties we have found the optimal level of momentum input. In addition, employing the fact that the neoclassical Prandtl number $Pr_n$ is smaller than $Pr_t$, we have shown that transitions to reduced transport can occur in an interval $\Pi/Q_m < \Pi/Q < \Pi/Q_M$. Below $\Pi/Q_m$ the flow shear is not sufficient to suppress the turbulence, and above $\Pi/Q_M$ the large parallel velocity gradient drives strong turbulence. For each $\Pi/Q$, since bifurcations occur only when neoclassical and turbulent transport are comparable and the effective Prandtl number is not constant, $Q$ must be in the interval $Q_m < Q < Q_M$. Below $Q_m$, the transport is neoclassical or close to neoclassical, and above $Q_M$, it is mainly turbulent. The region in $(\Pi/Q, Q)$ space where transitions occur is wider for small magnetic shear, which is consistent with both numerical and experimental indications.

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