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# Studies of the pedestal structure and inter-ELM pedestal evolution in JET with the ITER-like wall

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## Abstract

The pedestal structure of type I ELMy H-modes has been analysed for JET with the ITER-like Wall (JET-ILW). The electron pressure pedestal width is independent of  $\rho^*$  and increases proportionally to  $\sqrt{\beta_{\text{pol,PED}}}$ . Additional broadening of the width is observed, at constant  $\beta_{\text{pol,PED}}$ , with increasing  $\nu^*$  and/or neutral gas injection and the contribution of atomic physics effects in setting the pedestal width cannot as yet be ruled out. Neutral penetration alone does not determine the shape of the edge density profile in JET-ILW. The ratio of electron density to electron temperature scale lengths in the edge transport barrier region,  $\eta_e$ , is of order 2–3 within experimental uncertainties. Existing understanding, represented in the stationary linear peeling–ballooning mode stability and the EPED pedestal structure models, is extended to the dynamic evolution between ELM crashes in JET-ILW, in order to test the assumptions underlying these two models. The inter-ELM temporal evolution of the pedestal structure in JET-ILW is not unique, but depends on discharge conditions, such as heating power and gas injection levels. The strong reduction in  $p_{e,\text{PED}}$  with increasing  $D_2$  gas injection at high power is primarily due to clamping of  $\nabla T_e$  half way through the ELM cycle and is suggestive of turbulence limiting the  $T_e$  pedestal growth. The inter-ELM pedestal pressure evolution in JET-ILW is consistent with the EPED model assumptions at low gas rates and only at low beta at high gas rates. At higher beta and high gas rate the inter-ELM pedestal pressure evolution is qualitatively consistent with the kinetic ballooning mode (KBM) constraint but the peeling–ballooning ( $P$ – $B$ ) constraint is not satisfied and the ELM trigger mechanism remains as yet unexplained.

Keywords: H-mode, pedestal structure, inter-ELM pedestal evolution, JET-ILW

(Some figures may appear in colour only in the online journal)

<sup>a</sup> See the author list of ‘Overview of the JET results in support to ITER’ by X. Litaudon *et al* in *Nuclear Fusion* Special issue: Overview and summary reports from the 26th Fusion Energy Conference (Kyoto, Japan, 17–22 October 2016).

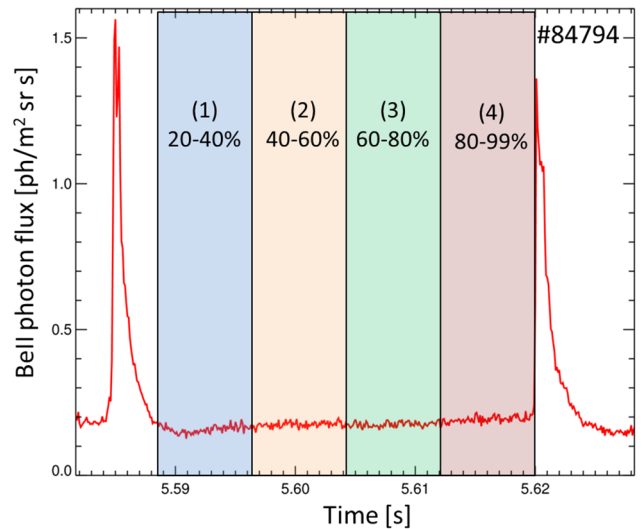
## 1. Introduction

The understanding of the structure of the pedestal region that sustains H-mode plasmas is crucial for the prediction of the performance of next step tokamaks. The strength of the edge transport barrier provides the boundary conditions that determine the turbulent transport levels in the plasma core.

Recent pedestal studies in JET have focussed on the characterization of the H-mode pedestal structure with the ITER-like Be/W wall (JET-ILW), in which the pedestal evolution is limited by type I edge localized modes (ELMs). While previous work concentrated on pedestal confinement and assessment of the MHD stability, this work turns to the question of inter-ELM transport, which determines the temporal evolution of the pedestal parameters between subsequent ELM crashes. This paper focuses primarily on the analysis of the temporal evolution of the pedestal parameters during the ELM cycle and on the characterization of the experimental evidence from JET-ILW, as a first step towards understanding inter-ELM transport and how the ELM trigger is reached under varying plasma conditions. The second stage of the analysis should involve linear and non-linear edge gyrokinetic calculations to qualify and quantify the inter-ELM transport levels measured experimentally in JET-ILW.

The primary dataset analysed in this paper, unless otherwise stated, is composed of systematic power scans at 1.4 MA/1.7 T at 3 levels of  $D_2$  gas rate injection:  $3 \times 10^{21} \text{ e s}^{-1}$  ('low gas'),  $8 \times 10^{21} \text{ e s}^{-1}$  ('medium gas') and  $1.8 \times 10^{22} \text{ e s}^{-1}$  ('high gas') [1]. Recent experiments have extended this dataset to lower power to map empirically the type I/type III ELM boundary and connect to  $P_{L-H}$ , the H-mode threshold power. In JET-ILW the type I/type III ELM boundary lies just above  $P_{L-H}$  and is therefore observed at reduced pedestal temperature,  $T_{e,PED}$ , compared to JET with the Carbon wall (JET-C). As previously reported,  $P_{L-H}$  is lower in JET-ILW in the high density branch [2]. The dataset at 1.4 MA/1.7 T connects to the hybrid scenario at low gas rate/high beta (with beta the normalized plasma pressure) and to the high plasma current ( $I_p$ ) baseline scenario (albeit at lower  $I_p/B_T$ , with  $B_T$  the toroidal magnetic field) at high gas rate/medium-low beta, as shown e.g. in [3]. One of the strengths of this dataset of power scans is that, due to the relatively low  $I_p/B_T$  for JET, the auxiliary heating power could be increased significantly above  $P_{L-H}$ . As a result, a variation in normalized beta,  $\beta_N = \beta a B_T/I_p$  (with  $a$  the plasma minor radius), of a factor of two is obtained in the type I ELM regime, enabling the study of inter-ELM pedestal evolution with respect to plasma beta. As variations in power and gas rate are decoupled in these experiments, the inter-ELM pedestal evolution can also be investigated in relation to varying gas injection levels. A connection with high  $I_p$ ,  $q_{95} = 3$  JET-ILW baseline scenario pedestals is achieved by comparing the inter-ELM pedestal evolution at 1.4 MA and 3.0 MA.

The paper is organized as follows: section 2 describes the experimental characterization of the pedestal structure in JET-ILW; section 3 reviews the scaling of the pedestal width in JET-ILW, as measured in various dimensional and dimensionless experiments in type I ELM H-modes, and compares



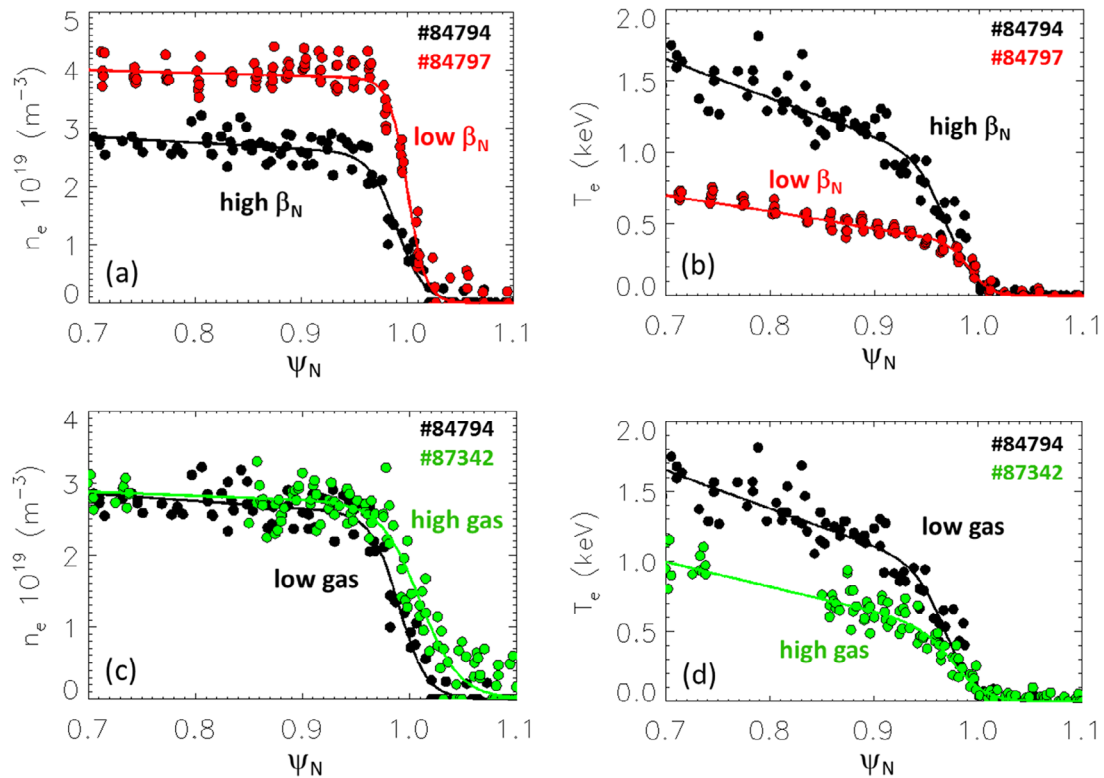
**Figure 1.** The ELM cycle is normalized to a relative time scale from 0 to 100% and divided into equal, 20% long intervals. The first interval, 0–20%, is omitted from the analysis as it is often affected by the ELM crash phase.

the measured pedestal density width to the neutral penetration model [4]; in section 4 the temporal evolution of JET-ILW pedestal parameters during the ELM cycle is presented and discussed in the framework of the predictive pedestal model EPED [5]; conclusions and implications of this work are drawn in section 5.

## 2. Characterization of the pedestal structure

The electron pedestal structure is characterized in geometrical form by the height, gradient and width of the pedestal region. In this work it is measured primarily using high resolution thomson scattering (HRTS) [6], with a sampling frequency of 20 Hz. The HRTS data are also validated against high time resolution electron cyclotron emission (ECE) [7] data (0.4 ms) for the  $T_e$  profiles measurements, in particular for the inter-ELM temporal evolution studies of section 4, and against Li-beam [8] (~15 ms) and reflectometry [9] data (sampling rate  $> 15 \mu\text{s}$ ) for the  $n_e$  profiles, when available. The ion pressure  $p_i$  cannot be characterized to this detail in terms of temporal resolution, so we focus on the electron pedestal pressure in this work. Typically,  $T_i = T_e$  at the plasma edge in the dataset analysed in this paper.

For a given discharge, the HRTS profiles collected from a steady time window are ELM-synchronized to form a composite profile. The ELM cycle is normalized to a relative time scale and divided into 20% long intervals, as shown in figure 1, to improve data statistics. The parameters for density ( $n_e$ ) and temperature ( $T_e$ ) are evaluated by means of modified hyperbolic tangent function (mtanh) fits [10] to the respective profiles. The first ELM interval, 0–20%, is ignored, as it is often affected by the ELM crash phase. The pre-ELM quantities are those relating to the 80–99% ELM interval and are used for the pedestal width scaling studies in section 3. In the pedestal region the spatial sampling of the HRTS diagnostic is ~8 mm and the FWHM is ~1 cm [11], which is smaller than

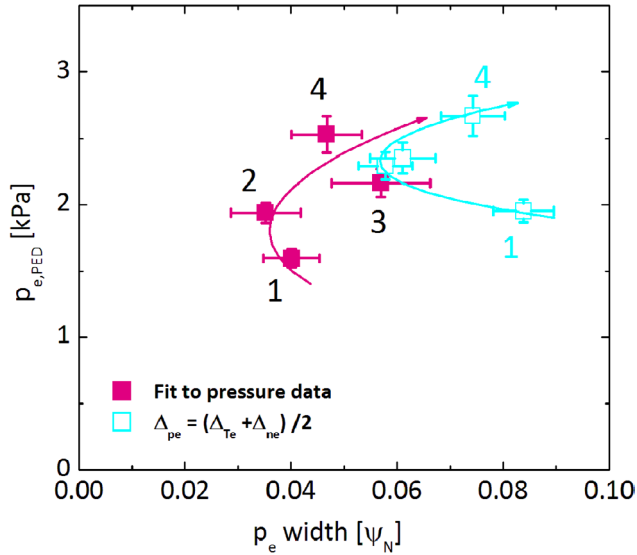


**Figure 2.** Representative examples of HRTS  $n_e$  and  $T_e$  profiles and corresponding  $mtanh$  fits (solid lines) for the comparison of low versus high beta at low gas rate (a) and (b) and for the comparison at low versus high gas rate at highest input power (15 MW of NBI heating) in the power and gas scans (c) and (d). All profiles correspond to the 80–99% interval of the ELM cycle.

the minimum pedestal width observed on JET [12], but larger than the inter-chord spacing. Therefore, the instrument function is numerically calculated and convolved with the  $mtanh$  function when fitting the profiles for an accurate estimate of the pedestal width [11, 12]. In addition, the spatial resolution in the pedestal changes from shot to shot as it is related to the number of HRTS profiles included in the composite profile. As described in [11, 12], all profiles in the given interval of the ELM cycle are used in the fits. To compensate for the fact that the last closed flux surface (LCFS) position might slightly vary from profile to profile, the selected HRTS profiles are aligned by applying a radial shift. The applied radial shift corresponds to the change, from profile to profile, in the intersection between the LCFS and the HRTS lines of sight. The fits to the HRTS profiles are performed in real space and then mapped on the normalized poloidal flux  $\psi$ . We also note that due to the uncertainty in the radial position of the profiles, caused mainly by the uncertainty in the EFIT equilibrium reconstruction, the profiles (see, e.g. figure 2) are shifted radially according to a two-point model for the power balance at the magnetic separatrix [13] so that  $T_{e,sep} \sim 100$  eV (with  $T_{e,sep}$  the separatrix electron temperature). An equal radial shift is applied to the density profile. The uncertainties in the  $mtanh$  fit parameters represent the errors on the pedestal parameters. Examples of HRTS  $n_e$  and  $T_e$  profiles, and their corresponding  $mtanh$  fits, are shown in figure 2 for the comparison of low versus high  $\beta_N$  at low gas rate (figures 2(a) and (b)) and for the comparison at low versus high gas rate at highest input power (15 MW of NBI heating) in the scans (figures 2(c) and

(d)). In figure 2 all profiles correspond to the 80–99% interval of the ELM cycle.

In this paper we adopt the definitions commonly used in literature of  $p_{e,PED} = k T_{e,PED} \times n_{e,PED}$  for the pedestal pressure height and of  $\Delta p_e(\psi) = \frac{1}{2}(\Delta T_e(\psi) + \Delta n_e(\psi))$  for the pedestal pressure width. This facilitates comparison of new analysis from this work with published material, which adopted these definitions. We note, however, that  $T_{e,PED}$  and  $n_{e,PED}$  are not found at the same radial location, with the  $n_e$  profile typically radially outwards of the  $T_e$  profile. For instance, for the power and gas scans dataset the relative shift between  $n_e$  and  $T_e$  profiles is observed to increase with power and from low to medium gas rate at a given power. Changes in the relative  $n_e$ – $T_e$  profiles shift have been shown to correlate to changes in pedestal stability, both in JET [14] and in ASDEX-Upgrade [15], but this aspect is not a topic of this study. For the purpose of this work it is important to note that the different radial location of the  $n_e$  and  $T_e$  pedestals has a potential implication on the definition of the pedestal pressure parameters. We have therefore also derived  $p_{e,PED}$  and  $\Delta p_e(\psi)$  directly from modified hyperbolic tangent fits ( $mtanh$ ) to the HRTS electron pressure profile data (without deconvolution of the HRTS instrument function). In figure 3 we compare the two definitions of pedestal pressure height and width for discharge #87342 ( $\beta_N = 2$ , high  $D_2$  gas rate) for the four intervals of the ELM cycle. A systematic quantitative difference is observed between the two definitions, with  $mtanh$  fits to the pressure profile data yielding narrower widths and marginally lower  $p_{e,PED}$  values, although their time evolution during the



**Figure 3.** Comparison of definitions of  $p_{e,PED}$  and  $\Delta p_e$  for the 4 intervals of the ELM cycle for discharge #87342: in magenta, solid squares the two parameters extracted from  $m_{tanh}$  fits of  $p_e$  profiles; in cyan open squares the two parameters obtained from separate  $m_{tanh}$  fits of  $n_e$  and  $T_e$  profiles and  $p_{e,PED} = k T_{e,PED} \times n_{e,PED}$ ,  $\Delta p_e = \frac{1}{2}(\Delta T_e + \Delta n_e)$ . The solid lines through the data are merely to guide the eye.

ELM cycle is qualitatively similar in the two cases. Typically,  $\Delta p_e(\psi)$  values derived from  $m_{tanh}$  fits to the HRTS electron pressure profile have larger error bars than  $\Delta p_e(\psi) = \frac{1}{2}(\Delta T_e(\psi) + \Delta n_e(\psi))$ . Therefore, any subtle difference in inter-ELM evolution of the pressure width between the two derivations cannot be extracted unambiguously within experimental uncertainties. This provides additional motivation for the choice of  $p_{e,PED}$  and  $\Delta p_e(\psi)$  definitions adopted in this work.

Edge pressure gradient and edge current density are the two key parameters that determine the pedestal stability. The current density in the pedestal is dominated by the bootstrap current,  $j_{BS}$ , primarily driven by the edge pressure gradient, but also strongly influenced by the edge collisionality,  $\nu^*$ .  $\nu^*$  is the normalized collisionality defined as the ion–electron collision rate normalized to the thermal ion bounce frequency  $\nu^* = 6.91 \times 10^{-18} R q_{95} Z_{eff} \ln \Lambda / (\varepsilon^{3/2} T_e^2)$  [16, 17] (with  $R$  the major radius,  $q$  the safety factor,  $Z_{eff}$  the effective charge,  $\varepsilon$  the inverse aspect ratio,  $T_e$  the electron temperature and  $\ln \Lambda$  the Coulomb logarithm). The edge  $j_{BS}$  profile is calculated with the local neoclassical transport code NEO [18, 19], which solves the drift-kinetic equation with a full linearized Fokker–Planck collision operator including all inter-species collisions. This allows for a more accurate estimate of  $j_{BS}$  than using the Sauter formula [16, 17], especially in JET pedestals at high  $\nu^*$ , where  $j_{BS}$  (Sauter) has been shown to overestimate  $j_{BS}$  (NEO) by up to a factor of two [1]. The input to NEO are the EFIT plasma equilibrium, the electron kinetic profiles ( $T_i$  is assumed equal to  $T_e$ ) and the line averaged  $Z_{eff}$  (measured from visible Bremsstrahlung) to evaluate the ion density, with  $Be$  as the intrinsic impurity. Analysis of the inter-ELM evolution of the edge bootstrap current for JET-ILW pedestals under varying operational conditions is reported elsewhere [20].

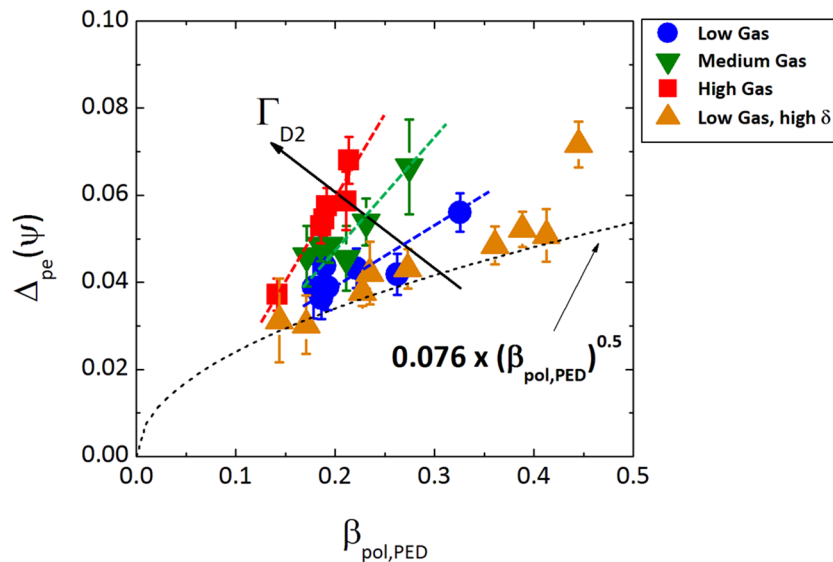
### 3. Pedestal width scaling

Dimensionless scans in normalized poloidal ion Larmor radius  $\rho^*$  ( $\rho^* = \sqrt{(2Am_p T_i)/(eBa)}$ , with  $A$  the mass number,  $m_p$  the proton mass,  $T_i$  the ion temperature,  $e$  the electron charge,  $B$  the poloidal magnetic field and  $a$  the minor radius), with constant  $q_{95}$ ,  $\nu^*$  and thermal  $\beta$  ( $\beta_{th} = (p_e + p_i)/B^2/\mu_0$ ), have confirmed the absence of a sizeable scaling of  $\Delta p_e(\psi)$  with  $\rho^*$  in JET-ILW [21], consistently with earlier findings in JET-C/DIII-D  $\rho^*$  scan experiments [22] and in JT-60U [23]. Moreover, also the normalized pressure gradient does not depend on  $\rho^*$ , within the uncertainty in the data [21]. These findings project favourably to ITER operation, at least as far as pedestal pressure width and normalized gradient are concerned.

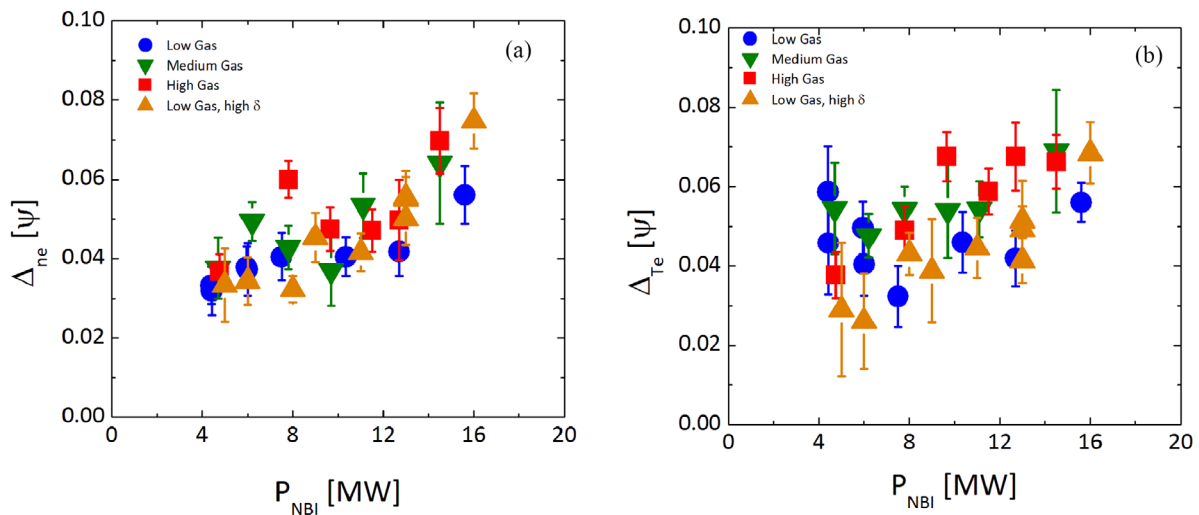
Similarly to what is observed in several tokamaks, including JET-C, in JET-ILW the pre-ELM electron pedestal pressure width increases with pedestal poloidal beta,  $\beta_{pol,PED} = p_{PED}/(\langle B_p \rangle^2/2\mu_0)$ , in  $\psi$  space, proportionally to  $\sqrt{\beta_{pol,PED}}$  [1], as assumed in the EPED model [5].  $p_{PED}$  is the total pedestal top pressure,  $p_{i,PED} + p_{e,PED}$ , and  $\langle B_p \rangle$  the average poloidal magnetic field at the pedestal top. The pedestal broadening in  $\psi$  space can be associated with the increase in Shafranov shift, via a non linear feedback loop involving core-edge coupling, which stabilizes the ballooning modes [24, 25].

On the other hand, high plasma triangularity ( $\delta$ ) pedestals at high  $D_2$  injection rates—a necessary condition in JET-ILW to enable steady H-mode conditions compatible with core W control over longer time scales—are not fully consistent with the EPED model assumptions. In these plasmas the pedestal widens at constant  $\beta_{pol,PED}$  with increasing pedestal top collisionality,  $\nu_{PED}^*$ , thus deviating from the kinetic ballooning modes (KBM)-based dependence of the pedestal width posited in the model [26]. In recent dimensionless H-mode experiments at low  $\delta$ , where  $\nu_{PED}^*$  was varied by a factor of 5 at constant  $q_{95}$ , normalized ion Larmor radius  $\rho^*$  and normalized thermal  $\beta$ ,  $\Delta p_e(\psi)$  broadens at constant  $\beta_{pol,PED}$  with increasing  $\nu_{PED}^*$ . Regression to the data shows  $\Delta p_e(\psi) \sim (\beta_{pol,PED})^{0.5} (\nu_{PED}^*)^{0.26}$  [27]. In the dimensional power and gas scan experiments, which resulted in a factor of 10 variation in  $\nu_{PED}^*$ ,  $\Delta p_e(\psi)$  broadens with increasing gas rate at constant  $\beta_{pol,PED}$ , as shown in figure 4 and as was discussed in [1], in analogy to the findings of [26]. However, in contrast to the results of the  $\nu^*$  scan of [27], the normalized width  $\Delta p_e(\psi)/\sqrt{\beta_{pol,ped}}$  is constant with  $\nu_{PED}^*$ , but is larger at higher  $D_2$  gas rates at a given value of  $\nu_{PED}^*$  (e.g. see figure 8(b) of [1]). At the highest gas rate injection in the scan,  $\Delta p_e(\psi)/\sqrt{\beta_{pol,ped}}$  possibly even decreases with  $\nu_{PED}^*$  rather than increasing with it. Therefore, the combined results of the dimensional and dimensionless experiments do not necessarily indicate a dependence of  $\Delta p_e(\psi)$  on  $\nu^*$ , in addition to that on  $\sqrt{\beta_{pol,PED}}$ . Rather, they may be indicative of an additional dependence of the pedestal width on parameters either directly or indirectly connected with the D neutral content in the plasma, implying that atomic physics effects could also contribute in setting the pedestal width.

In the dimensional power and gas scans the variation in  $\beta_{pol,PED}$  is caused by variations in both injected neutral beam (NB) power,  $P_{NBI}$ , and gas rate. Both  $\Delta n_e(\psi)$  and  $\Delta T_e(\psi)$  broaden with gas rate at constant  $\beta_{pol,PED}$ , in analogy with the



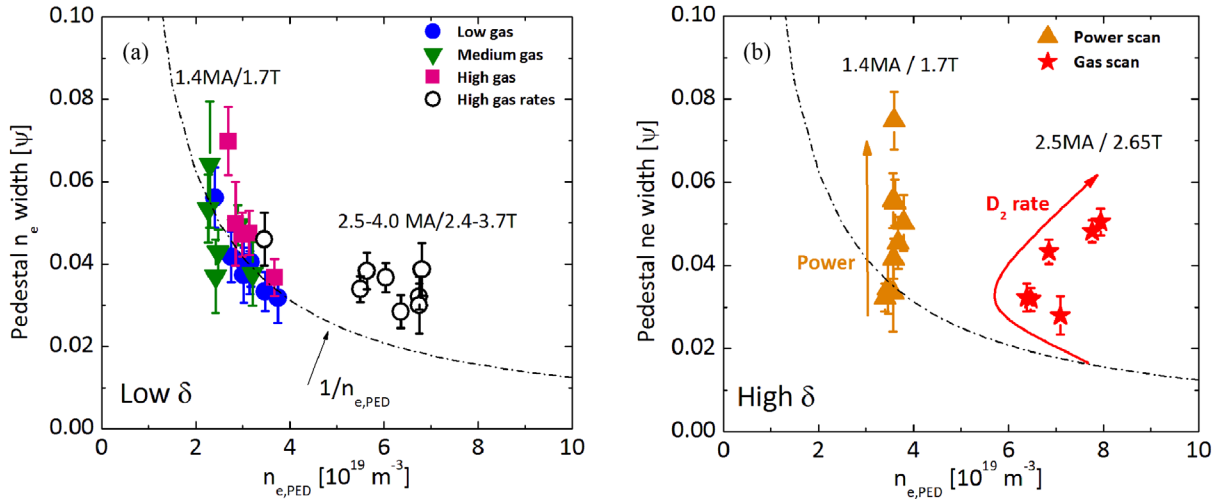
**Figure 4.** Pre-ELM pedestal  $p_e$  width as a function of  $\beta_{\text{pol, PED}}$  for the 1.4 MA/1.7 T power scans at low  $\delta$  with increasing  $D_2$  gas injection (blue circles: low gas rate =  $3 \times 10^{21} \text{ e s}^{-1}$ ; green down-triangles: medium gas rate =  $8 \times 10^{21} \text{ e s}^{-1}$ ; red squares: high gas rate =  $1.6 \times 10^{22} \text{ e s}^{-1}$ ) and at high  $\delta$  (orange up-triangles: low gas rate =  $3 \times 10^{21} \text{ e s}^{-1}$  from experiments of [1, 3]).



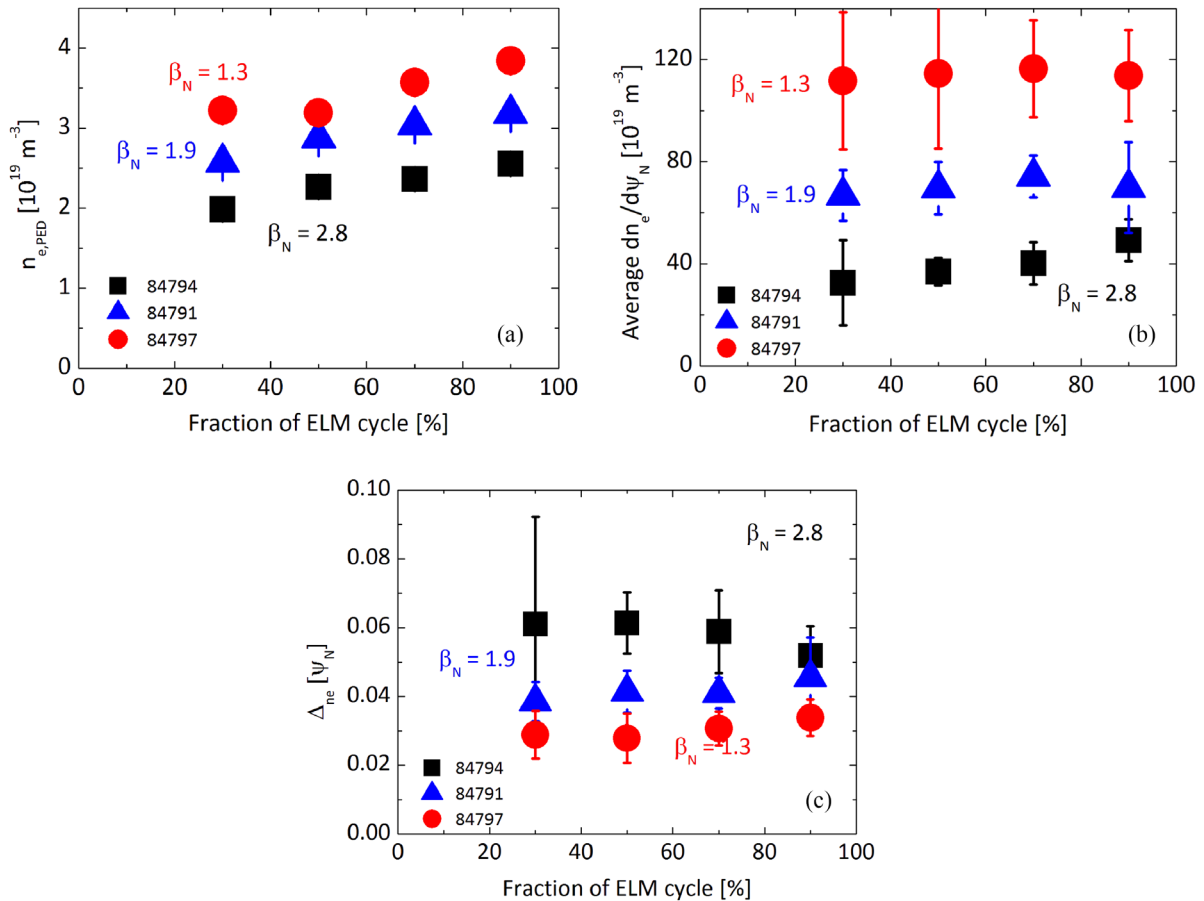
**Figure 5.** Pre-ELM pedestal widths for  $n_e$  (a) and  $T_e$  (b) versus injected NB power (same notations as for figure 4). While  $\Delta n_e$  broadens with NBI power, but does not vary significantly with gas rate (within error bars) at any  $P_{\text{NBI}}$  value, the variation of  $\Delta T_e$  is more complex: for the low  $\delta$  discharges (blue, green and red symbols),  $\Delta T_e$  broadens with gas rate at constant  $P_{\text{NBI}}$  at intermediate power values, but is similar at low and high gas rates above 14 MW, and  $\Delta T_e$  broadens linearly with  $P_{\text{NBI}}$  only for the low gas, high  $\delta$  dataset (orange triangles).

broadening of  $\Delta p_e(\psi)$  shown in figure 4. On the other hand, while  $\Delta n_e$  broadens with NBI power, but does not vary significantly with gas rate (within error bars) at any  $P_{\text{NBI}}$  value, except possibly at the highest power of the scan (figure 5(a)), the variation of  $\Delta T_e$  with power is more complex (figure 5(b)): for the low triangularity ( $\delta$ ) discharges,  $\Delta T_e$  broadens with gas rate at constant  $P_{\text{NBI}}$  at intermediate power values, but is similar at low and high gas rates above 14 MW, and  $\Delta T_e$  broadens linearly with  $P_{\text{NBI}}$  only for the low gas, high  $\delta$  dataset (orange triangles in figure 5). This shows that while  $\Delta n_e$  is largely unaffected by variations in  $D_2$  gas rate,  $\Delta T_e$  is affected by them at high input power above  $P_{\text{L-H}}$  ( $P_{\text{NBI}} > 14 \text{ MW}$  in figure 5), where a systematic broadening of  $\Delta T_e$  with gas rate is observed.

The neutral penetration model for the density width [4] assumes that the shape of the  $n_e$  profile is determined by edge fuelling and constant diffusion, with the width of the edge transport barrier being proportional to the neutral penetration length. In its simplest formulation, if charge exchange processes are neglected, the model predicts  $\Delta n_e \sim 1/n_{e, \text{PED}}$ , which can quickly be tested against the experimental pedestal widths to check whether the model captures the main trend in the data. Comparison to JET-ILW  $n_e$  widths indicates that for some datasets  $\Delta n_e$  is broadly consistent with the neutral penetration model predictions, as shown in figure 6(a) for a low  $\delta$  dataset of type I ELMy H-modes with  $I_p = 1.4\text{--}4.0 \text{ MA}$  and  $B_T = 1.7\text{--}3.7 \text{ T}$ . Note that it's charge exchange (CX) processes that allow neutral penetration inside the LCFS at high



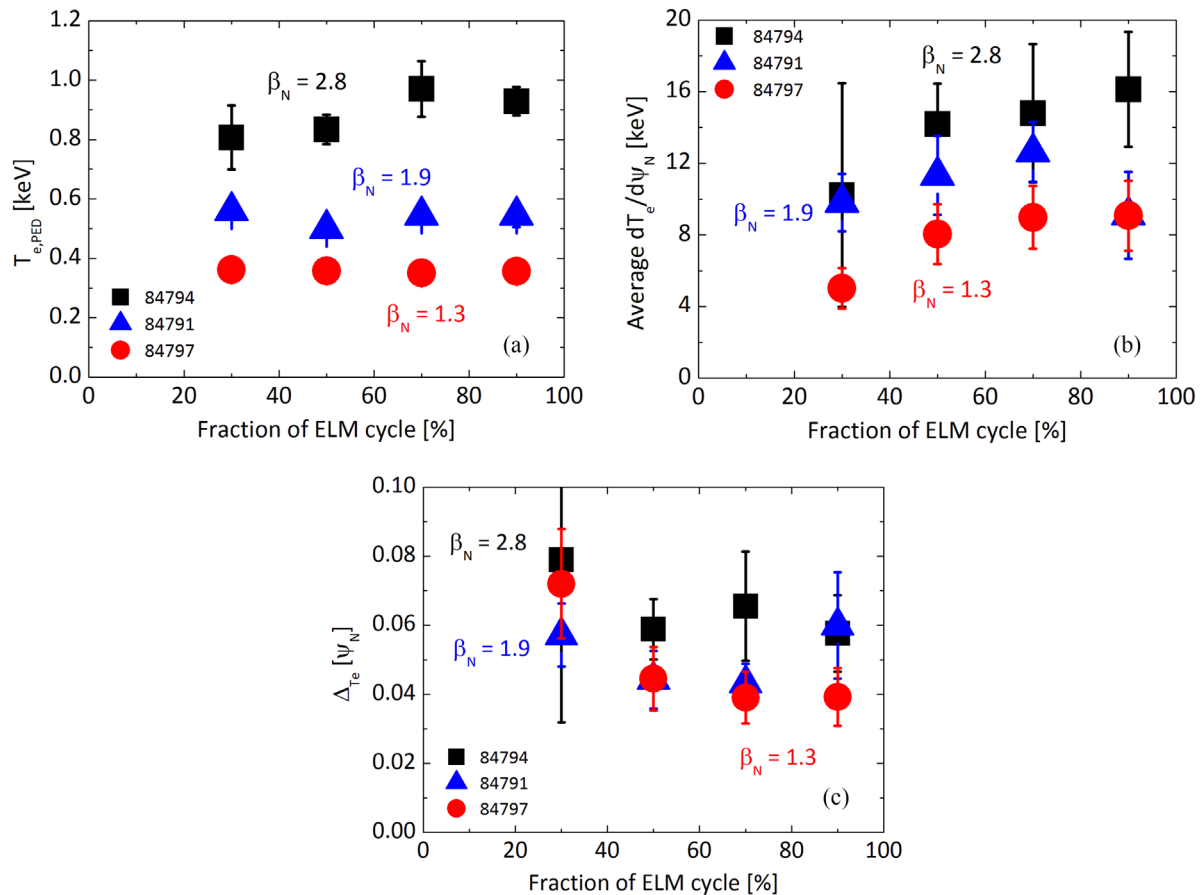
**Figure 6.** Comparison of JET-ILW pedestal  $n_e$  widths with the assumptions of the neutral penetration model,  $\Delta n_e \sim 1/n_{e,PED}$ : (a) low  $\delta$  type I ELMy H-modes at 1.4 MA/1.7 T (power and gas scans) and at higher  $I_p/B_T$  and  $D_2$  rates (open black circles); (b) high  $\delta$  power scan at 1.4 MA/1.7 T, low  $D_2$  gas rate (orange triangles) and  $D_2$  gas rate at constant power at 2.5 MA/2.7 T (red stars).



**Figure 7.** Pedestal  $n_e$  evolution during the type I ELM cycle of the 1.4 MA/1.7 T power scans at low  $D_2$  gas injection: (a)  $n_{e,PED}$ , (b) average  $\nabla n_e$  and (c)  $\Delta n_e$  as a function of normalized ELM fraction. Red circles = discharge at lowest  $\beta_N$ , black squares = discharge at highest  $\beta_N$ , blue triangles = discharge at an intermediate  $\beta_N$  value in the power scan.

pedestal density, therefore this effect needs to be taken into account for more quantitative comparisons. Saturation of the  $n_e$  width to a constant value at high  $n_{e,PED}$  (figure 6(a)) may indeed indicate CX setting neutral penetration at high density. Figure 6(b) tests the neutral penetration model against two JET-ILW datasets at high  $\delta$ . Both the power scan at 1.4

MA/1.7 T (orange triangles, from data in [1])—with  $\Delta n_e$  increasing at constant  $n_{e,PED}$  and the  $D_2$  gas scan at constant power at 2.5 MA/2.65 T (red stars, from data in [26]) deviate strongly from the simple approximation of the model. We note that it is not necessarily implied here that the reason for the discrepancy is ascribed to the difference in plasma triangularity in the two



**Figure 8.** Pedestal  $T_e$  evolution during the type I ELM cycle of the 1.4 MA/1.7 T power scans at low  $D_2$  gas injection: (a)  $T_{e,PED}$ , (b) average  $\nabla T_e$  and (c)  $\Delta T_e$  as a function of normalized ELM fraction. Red circles = discharge at lowest  $\beta_N$ , black squares = discharge at highest  $\beta_N$ , blue triangles = discharge at an intermediate  $\beta_N$  value in the power scan.

datasets, as this may be purely coincidental. The dashed black curves in figures 6(a) and (b) indicate a variation of  $\Delta n_e \sim 1/n_{e,PED}$ . The model is thus too simple and does not capture all the physics of the wider database. Another dataset which is at odds with the neutral penetration model assumptions is that of dimensionless  $\nu^*$  scans discussed in [27], which exhibit substantial broadening of  $\Delta n_e$  at roughly constant  $n_{e,PED}$ . In summary, neutral penetration alone does not appear to set the  $n_e$  width in JET-ILW, but a combination of source and transport effects is likely to set the shape of the pedestal  $n_e$  profile in JET-ILW, as pointed out in an earlier analysis for AUG data [28]. It is possible that, depending on the discharge conditions, neutral penetration effects may become dominant compared to transport effects. One such example may be the  $n_e$  width variation in the datasets of figures 6(a) and (b) discussed above (although the underlying physics reason remains as yet unexplained). A physics model for the pedestal density that captures all conditions of the operating space is missing and is an important element for achieving full predictive capability of the pedestal height.

#### 4. Pedestal evolution during the ELM cycle

Whereas MHD modelling can assess pedestal stability, it cannot describe the inter-ELM transport which drives the temporal evolution of the pedestal parameters between subsequent

ELM crashes. The main aim of this work is to study the temporal evolution of the pedestal parameters during the ELM cycle and characterize the experimental evidence, as a first step towards understanding inter-ELM transport and how the ELM trigger is reached under varying plasma conditions in JET-ILW. In particular, in this work we study how the pre-ELM density, temperature and pressure are achieved as a function of heating power,  $D_2$  gas injection rate and plasma current.

If KBM are assumed to control the pressure gradient evolution during the type I ELM cycle, as within the EPED model framework, the build-up of the pedestal should occur first with the pedestal pressure gradient growing unconstrained until the KBM boundary is reached, and subsequently with  $p_{PED}$  increasing through widening of the pedestal pressure width at fixed gradient (KBM constraint), until the Peeling–Ballooning modes ( $P$ – $B$ ) boundary is reached and the type-I ELM is triggered ( $P$ – $B$  constraint). We note that a study of JET-C high  $\delta$  H-modes had found, for low  $D_2$  gas injection conditions, the pedestal height to increase due to steepening of the pressure gradient and narrowing of the pressure width during the inter-ELM pedestal recovery phase, in contrast to the pedestal gradient being limited by KBMs [29].

In this study we find that the inter-ELM pedestal evolution in JET-ILW doesn't follow only one dynamic pattern, but varies depending on plasma conditions, often in a complex fashion.



It is not always consistent with the assumptions underpinning the EPED model. We analyse separately the inter-ELM evolution of pedestal density and temperature, as they exhibit different dynamics, which may help identifying the nature of the turbulence driving the inter-ELM transport. In the next sections we first study the inter-ELM pedestal evolution as the heating power is varied in the power scans. H-modes at low  $D_2$  gas injection (section 4.1) are distinguished from those at high gas injection (section 4.2), as their pedestal stability is different at higher beta values [1]. In section 4.3 the inter-ELM pedestal evolution in JET-ILW is studied with respect to variations in plasma current, from low  $I_p = 1.4$  MA of the power and gas scans to  $I_p = 3$  MA of recent, high performance baseline H-modes at  $q_{95} = 3$  and  $\beta_N \sim 2$ . They provide a first insight on the comparison of inter-ELM transport in JET-ILW at high and low  $\rho^*$  values, respectively.

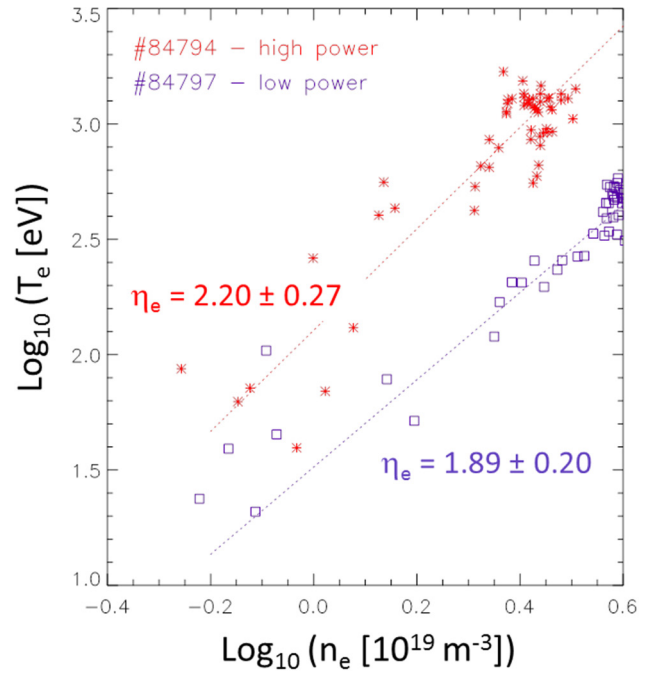
#### 4.1. Inter-ELM pedestal evolution of power scan at low $D_2$ gas injection

The pre-ELM edge stability, calculated with HELENA/ELITE [30, 31], is consistent with the  $P$ - $B$  model throughout the power scan [1, 3]: the EPED model  $P$ - $B$  constraint is satisfied.

We examine first the inter-ELM evolution of the density and temperature pedestals separately and then the evolution of the pedestal pressure. Figure 7(a) shows that  $n_{e,PED}$  decreases with power (or  $\beta_N$ ), roughly by 30% overall, as the ELM frequency,  $f_{ELM}$ , increases with power (as shown in figure 6(b) of ref [1]). At any  $\beta_N$  value  $n_{e,PED}$  grows monotonically during the ELM cycle. At the highest  $\beta_N$  achieved in the power scan, there is a trend for  $\nabla n_e$  to steepen (figure 7(b)) and for  $\Delta n_e$  to narrow (figure 7(c)) until the ELM occurs, suggesting in this case qualitative consistency with the neutral penetration model [4], although the inter-ELM pedestal evolution at low and medium beta does not show this behaviour. The density gradient is significantly larger at low power than at high power.

$T_{e,PED}$  increases substantially as the net input power across the separatrix,  $P_{sep}$ , is increased from two times (#84797) to eight times (#84794) above  $P_{L-H}$ , but, unlike  $n_{e,PED}$ , it remains largely constant during the ELM cycle, except at the highest power ( $\beta_N = 2.8$ ), where  $T_{e,PED}$  grows until the last 30% of the ELM cycle and then flattens until the ELM crash (figure 8(a)). Here,  $P_{sep}$  is calculated as  $P_{sep} = P_{loss} - P_{rad,bulk}$  (with the loss power  $P_{loss} = P_{heat} - dW/dt$ ,  $P_{rad,bulk}$  the power radiated inside the LCFS,  $P_{heat}$  the total heating power including Ohmic heating and  $dW/dt$  the rate of change of the plasma stored energy). At low and medium power levels,  $\nabla T_e$  initially steepens and then saturates (figure 8(b)) while  $\Delta T_e$  first narrows and then remains constant in the second half of the ELM cycle (figure 8(c)). At  $\beta_N = 2.8$   $T_{e,PED}$  may be growing due to steepening of the gradient at constant width, although this cannot be firmly ascertained within the experimental uncertainties. The temperature width is broader and the gradient steeper at high power than at low power.

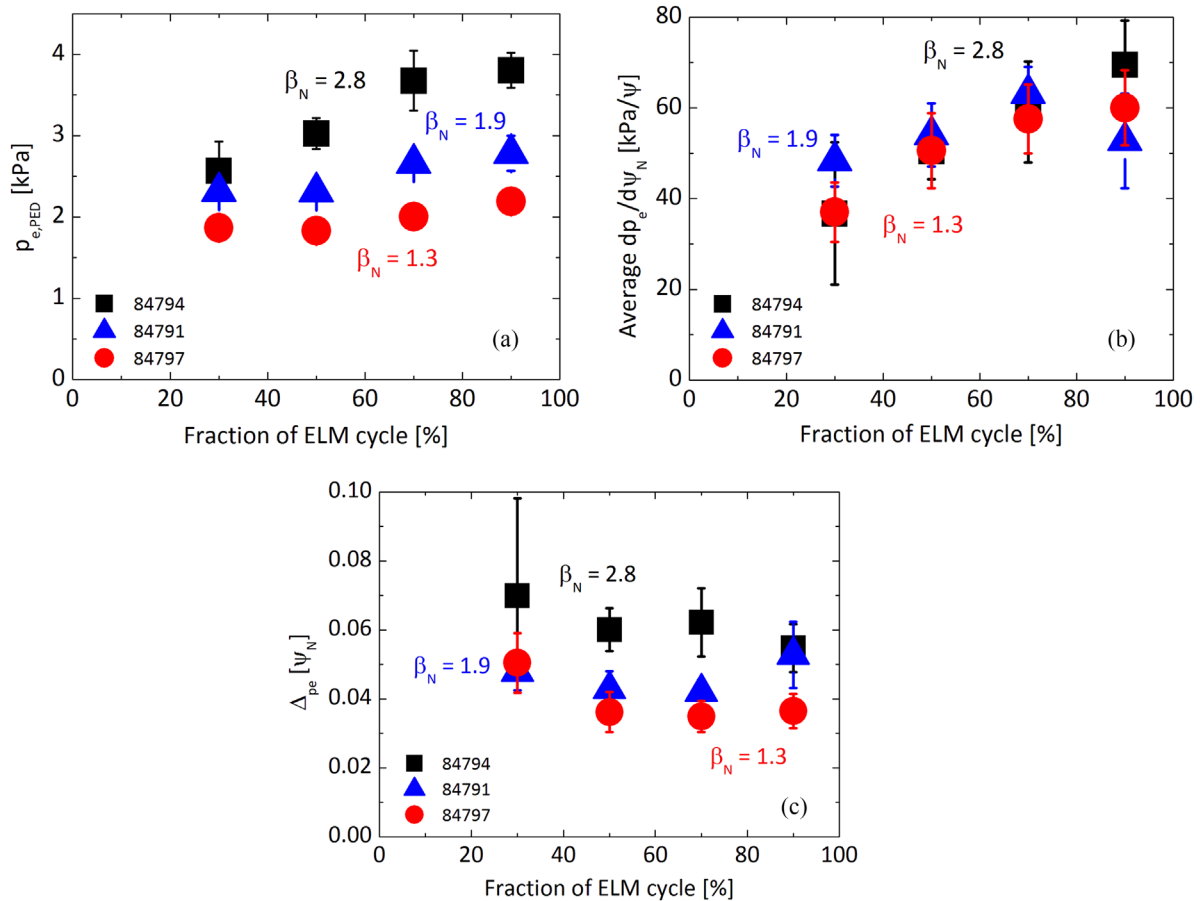
Figures 7 and 8 show that from the lowest to the highest power in the scan the pre-ELM average density gradient in the pedestal roughly halves and the average temperature gradient



**Figure 9.**  $\log(T_e)$  versus  $\log(n_e)$  in the pedestal region for the two H-mode discharges at 1.4 MA/1.7 T at low gas rate, low (purple) and high (red) power, indicating an increase in  $\eta_e = d(\log T_e)/d(\log n_e)$  with power, due to an increase in  $\nabla T_e$  and a reduction in  $\nabla n_e$ . The lines are linear fits to the experimental HRTS data (pre-ELM values), taking into account the uncertainties in the  $T_e$  and  $n_e$  data.

roughly doubles, consistent with doubling  $\beta_N$ . In terms of the ratio of density to temperature scale lengths in the edge transport barrier,  $\eta_e = L_{n_e}/L_{T_e}$ , it would be expected that  $\eta_e$  increases from the low power to the high power pedestal. An inspection of the pedestal gradients using  $\eta_e$  as metric allows for a direct investigation of the profiles, independently from any regularization introduced by the  $mtanh$  fit. In figure 9 the pre-ELM edge  $T_e$  and  $n_e$  profile data—from pedestal top to pedestal foot—are plotted against each other in a log–log scale and  $\eta_e = d(\log T_e)/d(\log n_e)$ . A linear fit to the data, including the uncertainties in the  $n_e$  and  $T_e$  data points, shows that  $\eta_e \sim 2$  within uncertainties in both shots. Therefore HRTS data with higher temporal and spatial resolution are needed to enable an accurate quantitative discrimination of the variation in  $\eta_e$  from low to high power.

As a result of the variations of  $T_{e,PED}$  and  $n_{e,PED}$  with power discussed above,  $p_{e,PED}$  increases with power (figure 10(a)).  $p_{e,PED}$  first grows due to steepening of the average gradient (figure 10(b)) and narrowing of the pressure width (figure 10(c)) and then in the latter part of the ELM cycle  $\nabla p_e$  saturates and  $\Delta p_e$  remains roughly constant within error bars. This dynamics is qualitatively consistent with the presence of instabilities clamping the pressure gradient during the ELM cycle (i.e. qualitatively consistent with the KBM constraint) as posited in the EPED model. As the pedestal pressure evolution at low  $D_2$  gas injection is consistent with the  $P$ - $B$  constraint and qualitatively consistent with the KBM constraint, it could follow the EPED model assumptions.



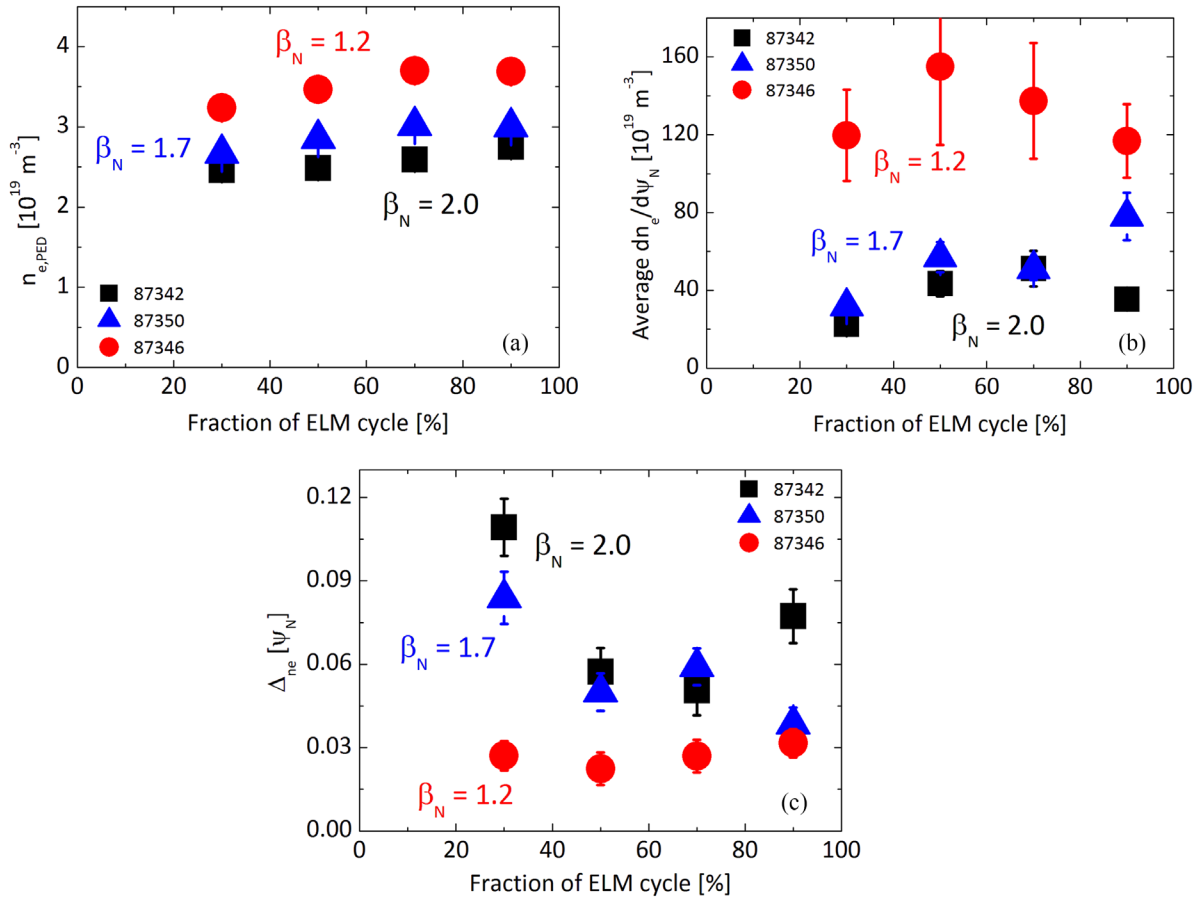
**Figure 10.** Pedestal  $p_e$  evolution during the type I ELM cycle for three H-modes of the 1.4 MA/1.7 T power scans at low  $D_2$  gas injection: (a)  $p_{e,PED}$ , (b) average  $\nabla p_e$  and (c)  $\Delta p_e$  as a function of normalized ELM fraction.

#### 4.2. Inter-ELM pedestal evolution of power scan at high $D_2$ gas injection

At high gas rates, the pre-ELM edge stability is consistent with the ELMs being triggered by  $P$ - $B$  modes at low  $\beta_N$ , but it predicts the pedestal to be deeply stable to  $P$ - $B$  modes at high  $\beta_N$  [1]. Although the ELMs are empirically identified as being of type I with the power scan, they are different in character compared to type I ELMs at low gas rates [1]. This discrepancy between  $P$ - $B$  model and experiment points to missing physics for the ELM instability onset. The EPED model  $P$ - $B$  constraint is satisfied at low  $\beta_N$ , but is not satisfied at higher  $\beta_N$ .

As in the low gas case,  $n_{e,PED}$  decreases with power ( $f_{ELM}$  increases) in all phases of the ELM cycle (from #87346 to #87342) and increases during the ELM cycle at all power levels (figure 11(a)), although more moderately than in the discharges at low gas injection, and flattens from 60% of the ELM cycle at low and medium  $\beta_N$ . After the initial build-up phase, there is a trend for the average density gradient to decrease before the ELM crash at high  $\beta_N$  and to flatten first and then increase at medium  $\beta_N$  (figure 11(b)). At the lowest beta the trend may be similar to that at  $\beta_N = 2.0$ , although the larger error bars do not exclude constancy of the average gradient during the ELM cycle.  $\Delta n_e$  increases/decreases towards the end of the ELM cycle at high/medium  $\beta_N$  (figure 11(c)), compensating somewhat for the decrease/increase of

the gradient and at low  $\beta_N$  remains largely unvaried during the ELM cycle within error bars. As the  $D_2$  gas rate increases at constant power,  $T_{e,PED}$  is degraded compared to the low gas case, in particular at higher power (see figure 2(d)). At the highest beta achieved in the power scan at high gas rate ( $\beta_N = 2$ ), and to within error bars,  $T_{e,PED}$  saturates half way through the ELM cycle, due to clamping of  $\nabla T_e$  (figure 12(b)) at constant width (figure 12(c)). Therefore, the reduction in  $p_{e,PED}$  with increasing  $D_2$  gas injection measured in JET-ILW at higher  $\beta_N$ , at constant net input power [1], is primarily due to the clamping of  $T_{e,PED}$  half way through the ELM cycle and—in the last 20–30% of the ELM cycle—to flattening of the density gradient and widening of the density width. This is suggestive of turbulence limiting the  $T_e$  pedestal growth [32], while the  $n_e$  pedestal can still develop. In other words, the measurements suggest that the inter-ELM heat transport can be significant, especially at high power above  $P_{L-H}$ . Clamping of  $T_{e,PED}$  and  $\nabla T_e$  increases  $v^*$  and reduces the pressure gradient, effects that both lead to a reduction in edge bootstrap current and concomitant decrease in edge stability. Therefore, these measurements indicate that avoiding saturation of the temperature gradient as the pedestal rebuilds in between ELM crashes is crucial to maximizing pedestal performance in JET-ILW. At low and medium  $\beta_N$   $T_{e,PED}$  hardly changes during the ELM cycle: at  $\beta_N = 1.7$  this is due to clamping of  $\nabla T_e$  at roughly constant width, whereas at  $\beta_N = 1.2$  the average



**Figure 11.** Pedestal  $n_e$  evolution during the type I ELM cycle of the 1.4 MA/1.7 T power scans at high  $D_2$  gas injection: (a)  $n_{e,PED}$ , (b) average  $\nabla n_e$  and (c)  $\Delta n_e$  as a function of normalized ELM fraction. Red circles = discharge at lowest  $\beta_N$ , black squares = discharge at highest  $\beta_N$ , blue triangles = discharge at an intermediate  $\beta_N$  value in the power scan.

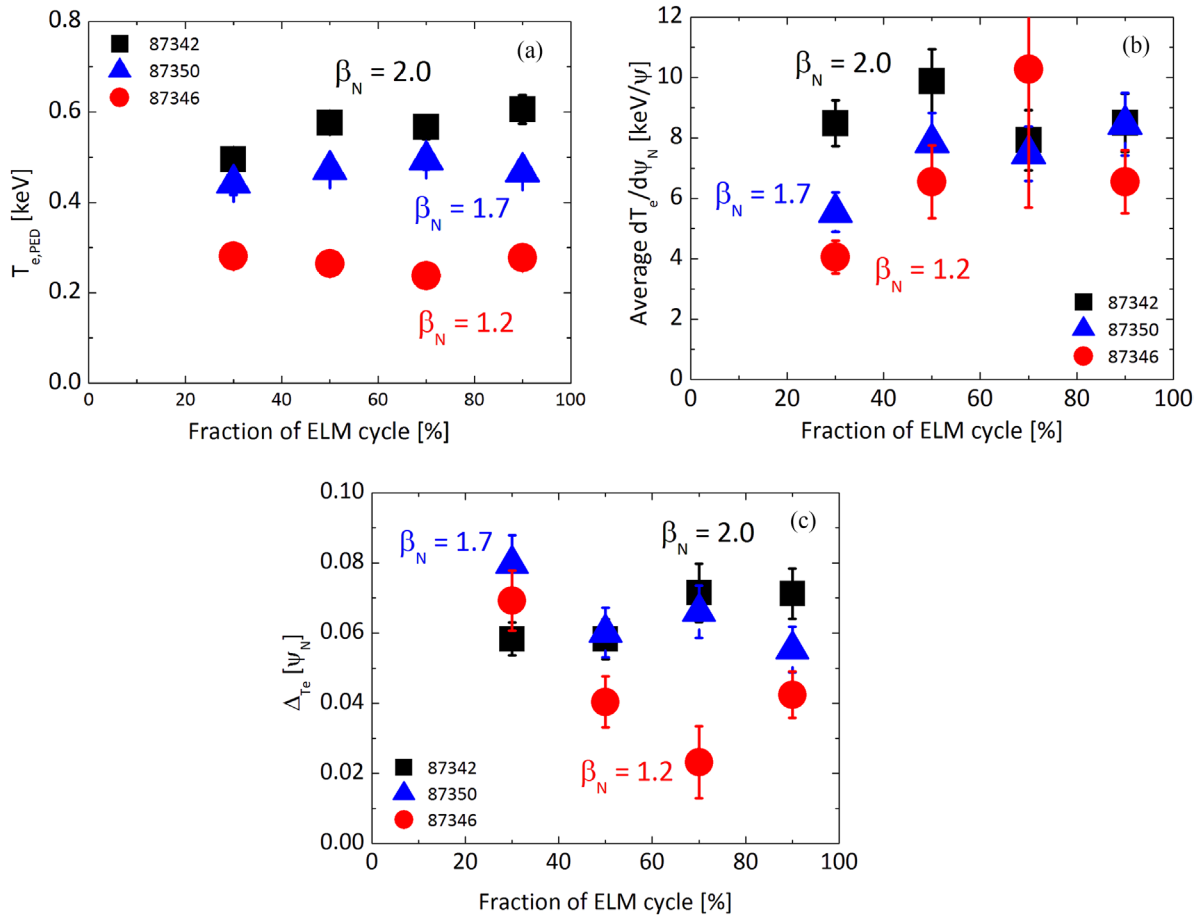
gradient first steepens while the width narrows, followed by a drop in  $\nabla T_e$  and broadening in  $\Delta T_e$  in the last 30% of the ELM cycle.

Analysis of  $\eta_e$  values—in the pre-ELM phase—at low versus high gas rates for the two pedestals at the highest  $P_{sep} \sim 13$  MW in the power scans yields  $\eta_e = 2.2$  for pulse #84794 at low gas rate and  $\eta_e = 3.7$  for pulse #87342 at high gas rate (figure 13), indicating an increase in  $\eta_e$  from low to high gas rate at high power. On the other hand, the larger scatter in the HRTS data for the pulse at high gas makes the evaluation of  $\eta_e$  for this shot more uncertain. As stated earlier, HRTS data with higher spatial and temporal resolution are needed to enable a more accurate quantitative discrimination of  $\eta_e$  in the variation from low to high gas at high input power. Ultimately, gyro-kinetic (GK) simulations of the experimental profiles should be carried out, which will hopefully indicate the nature of the underlying turbulence and help capturing the experimental transport levels.

We now turn to the analysis of the inter-ELM pedestal pressure evolution at high gas rate (figure 14). The pressure height increases during the ELM cycle (figure 14(a)), initially due to steepening of the gradient and narrowing of the width, followed by a reduction/saturation of average  $\nabla p_e$  at low/high  $\beta_N$  and an increase in  $\Delta p_e$  at the end of the ELM cycle, while at  $\beta_N = 1.7$   $\Delta p_e$  narrows after the ELM crash,

remains constant between 40 and 70% of the ELM interval and then narrows further in the last 30% of the ELM cycle (figures 14(b) and (c)). The pedestal pressure dynamical evolution at low and high  $\beta_N$  is qualitatively consistent with the KBM constraint. Therefore, the inter-ELM build-up of  $p_{e,PED}$  at low  $\beta_N$  and high gas rate could be consistent with the EPED model assumptions, since both  $P$ - $B$  and KBM constraints are satisfied. In contrast, at the highest  $\beta_N$  achieved at high gas rate,  $\beta_N = 2$ , the inter-ELM temporal evolution of the pedestal pressure is not consistent with the EPED model assumptions as the  $P$ - $B$  constraint is not satisfied [1].

In the pedestals at high gas rate and higher  $\beta_N$ , where  $\nabla T_e$  is clamped half way through the ELM cycle, other types of instabilities than KBMs could be responsible for limiting the growth of the pedestal height. As microtearing modes (MTMs) are driven by the electron temperature gradient, they exhibit the characteristics of a mode that clamps the  $T_e$  pedestal evolution, and could therefore be the dominant turbulence in the JET-ILW pedestal when the  $D_2$  gas rate is progressively increased at given input power. Recent non-linear GENE simulations of a sample JET-ILW pedestal at high  $D_2$  gas rate indicate that MTM and electron temperature gradient driven turbulence, together with neoclassical transport, is consistent with power balance across the pedestal, with KBMs largely insignificant over the edge transport barrier, except

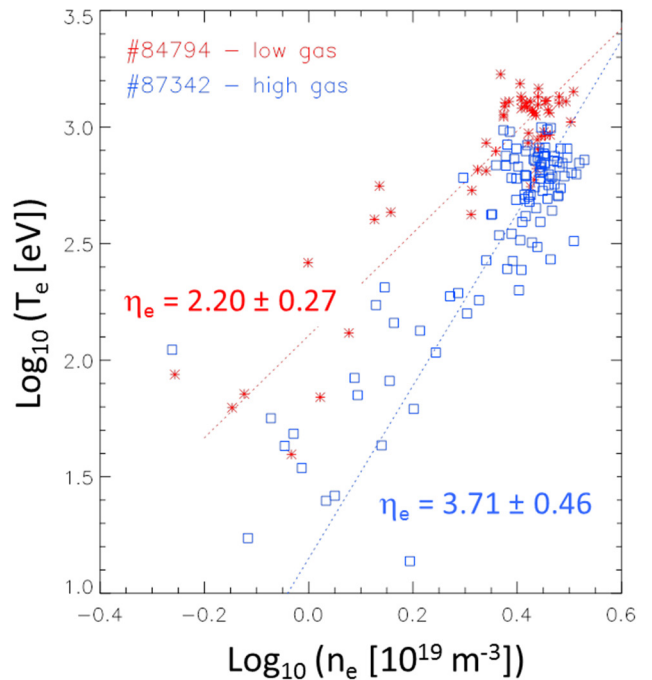


**Figure 12.** Pedestal  $T_e$  evolution during the type I ELM cycle of the 1.4 MA/1.7 T power scans at high  $D_2$  gas injection: (a)  $T_{e,PED}$ , (b) average  $\nabla T_e$  and (c)  $\Delta T_e$  as a function of normalized ELM fraction.

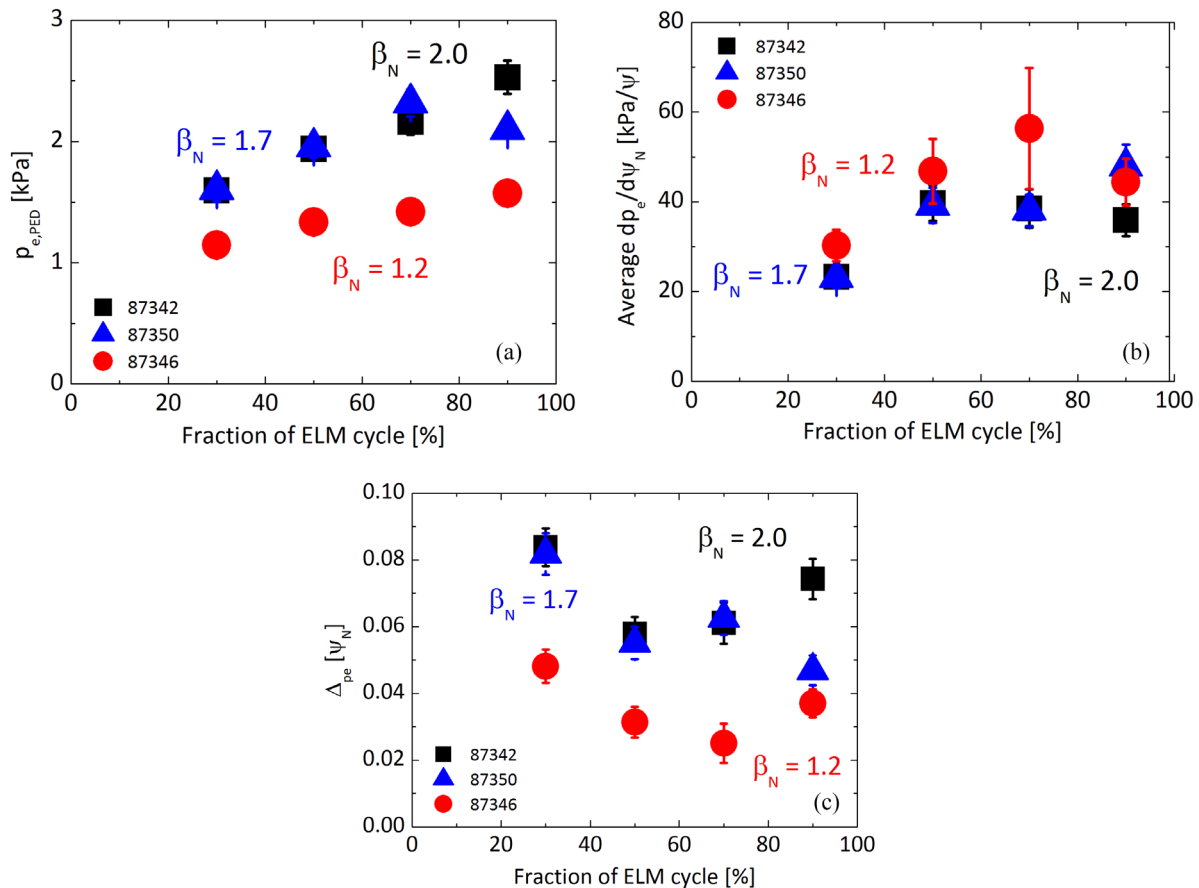
very near the LCFS [32]. Non-linear GK analyses of the pedestals studied in this work are therefore required to answer these questions. In parallel, experimental identification of the nature of the turbulence driving the residual pedestal transport inter-ELM should also be pursued, for instance by comparing the pedestal gradient evolution to the fluctuation levels measured by reflectometry.

#### 4.3. Inter-ELM pedestal evolution at low and high plasma current

Recently, good performance type I ELMy H-mode operation with  $H_{98} = 1$  (with  $H_{98}$  the thermal energy confinement normalized to the confinement expected from the IPB98(y, 2) scaling [33]) and  $\beta_N \geq 2$  has been achieved in JET-ILW in the high current baseline scenario at 3.0 MA/2.8 T ( $q_{95} = 3$ ) at low plasma triangularity, with  $\sim 30$  MW auxiliary heating. While the analysis of these experiments will be presented elsewhere, a representative discharge is selected for comparison with the low  $I_p$  discharges analysed in section 4.1. An overview of the main plasma parameters of the chosen low and high  $I_p$  H-modes is shown in table 1. All parameters are averaged in the steady time window  $\Delta t$ . Operation at high  $I_p$  leads to a substantial increase in pedestal electron pressure due to an increase in  $n_{e,PED}$  (which roughly doubles with  $I_p$ ), while  $T_{e,PED}$  remains close to 1 keV in #92432, a value similar to that



**Figure 13.**  $\text{Log}(T_e)$  versus  $\text{log}(n_e)$  in the pedestal region for the two H-mode discharges at 1.4 MA/1.7 T at similar  $P_{sep} \sim 13$  MW, showing  $\eta_e = d(\text{log } T_e)/d(\text{log } n_e)$  at low (red) versus high (blue)  $D_2$  gas rate. The lines are linear fits to the HRTS data (pre-ELM values), taking into account the uncertainties in the  $T_e$  and  $n_e$  data.



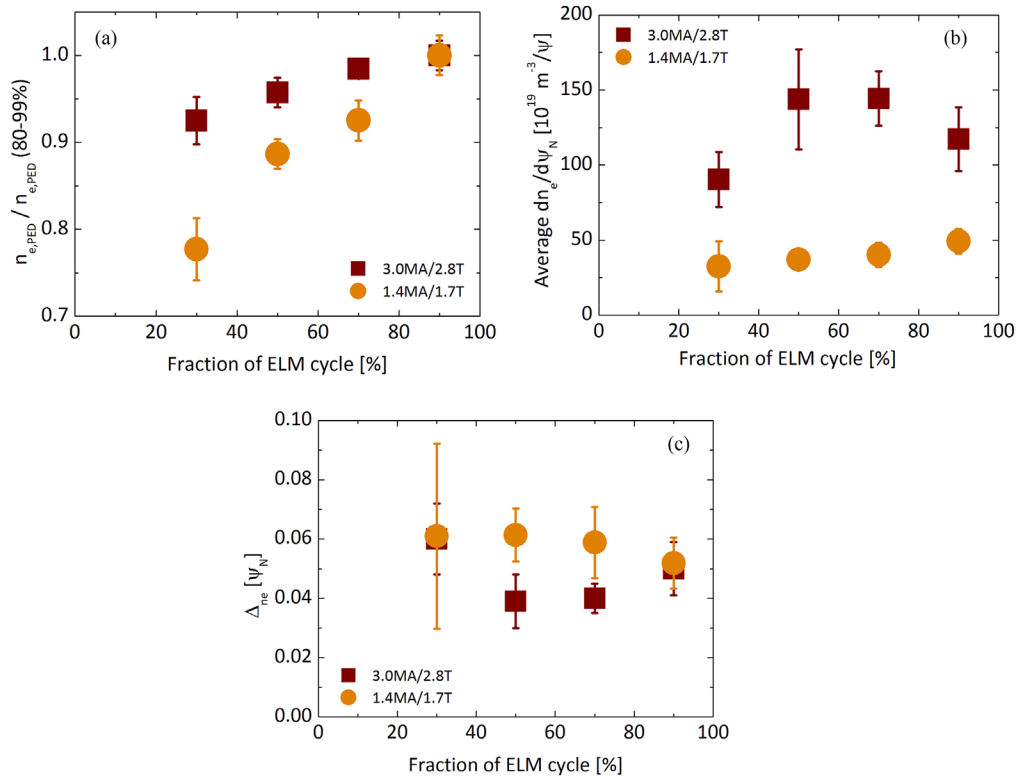
**Figure 14.** Pedestal  $p_e$  evolution during the type I ELM cycle for three H-modes of the 1.4 MA/1.7 T power scans at high  $D_2$  gas injection: (a)  $p_{e,PED}$ , (b) average  $\nabla p_e$  and (c)  $\Delta p_e$  as a function of normalized ELM fraction.

**Table 1.** Overview of the main plasma parameters of H-modes at low versus high  $I_p$ . All parameters are averaged in the steady time window  $\Delta t$ .  $T_{e,PED}$  and  $n_{e,PED}$  are pre-ELM values.

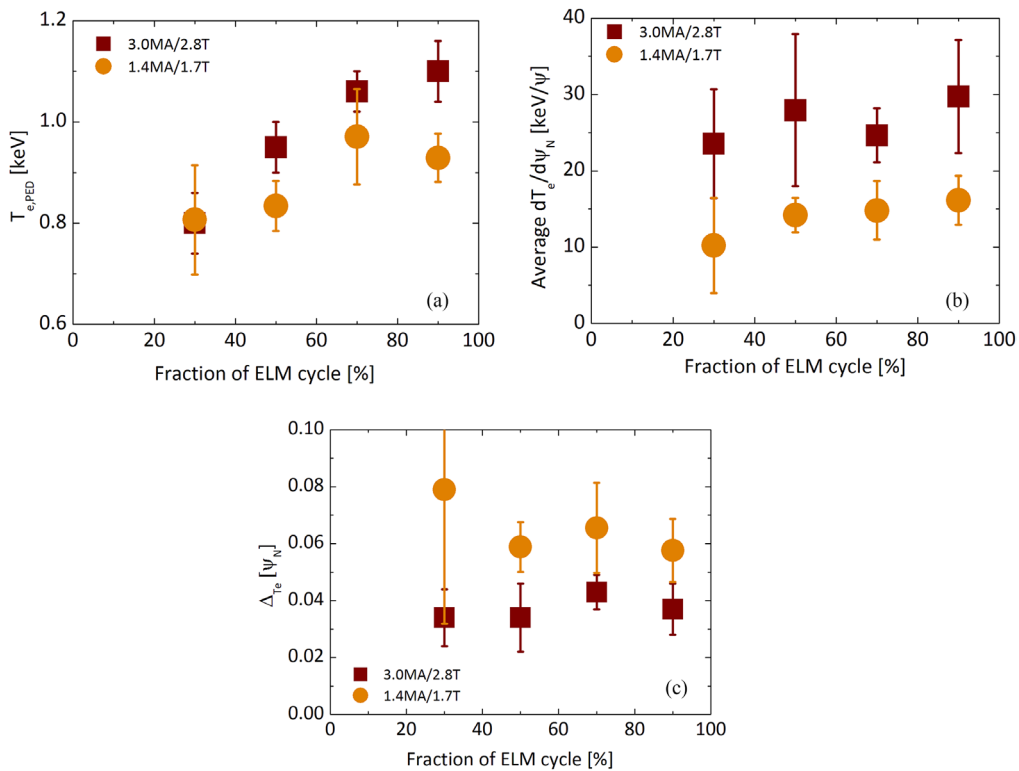
Pulse #	$I_p$ (MA)	$B_T$ (T)	$\Delta t$ (s)	$I_{loss}$ (MW)	$P_{sep}/P_{L-H}$	$\beta_N$	$H_{98}$	$T_{e,PED}$ (keV)	$n_{e,PED}$ ( $10^{19} \text{ m}^{-3}$ )
92432	3.0	2.8	8.7–9.7	33.0	2.2	2.15	1.0	1.10	5.86
84791	1.4	1.7	4.7–6.4	8.5	4.5	1.88	1.0	0.55	3.2
84794	1.4	1.7	5.0–6.0	15.6	8.5	2.74	1.1	0.93	2.56

of the best performing H-mode of the 1.4 MA power scans (#84794). It is interesting to note, though, that in the low  $I_p$  power scan at low gas injection an almost two-fold increase in pre-ELM  $T_{e,PED}$ , from 0.55 keV to 0.93 keV, is obtained when  $P_{sep}$  is greatly raised above  $P_{L-H}$ , from  $P_{sep}/P_{L-H} = 4.5$  for #84791 to 8.5 for #84794 by increasing the auxiliary heating with neutral beam injection (see table 1 and [1]). On the other hand, in the high current H-mode  $P_{sep}/P_{L-H} = 2.2$ , since the higher  $B_T$  and plasma density raise  $P_{L-H}$ . In addition, a  $D_2$  gas puff level of  $1.8 \times 10^{22} \text{ e s}^{-1}$  is required in order to ensure W control and steady conditions (together with 4.5 MW central ICRH heating). The experiments could thus suggest that a significantly larger  $P_{sep}/P_{L-H}$  would be required to raise  $T_{e,PED}$  substantially above the  $\sim 1$  keV value observed in experiment, e.g. by further increasing the auxiliary heating and/or reducing the injected gas rate while still maintaining core W control. This hypothesis is currently under investigation with modelling activities and will be reported elsewhere.

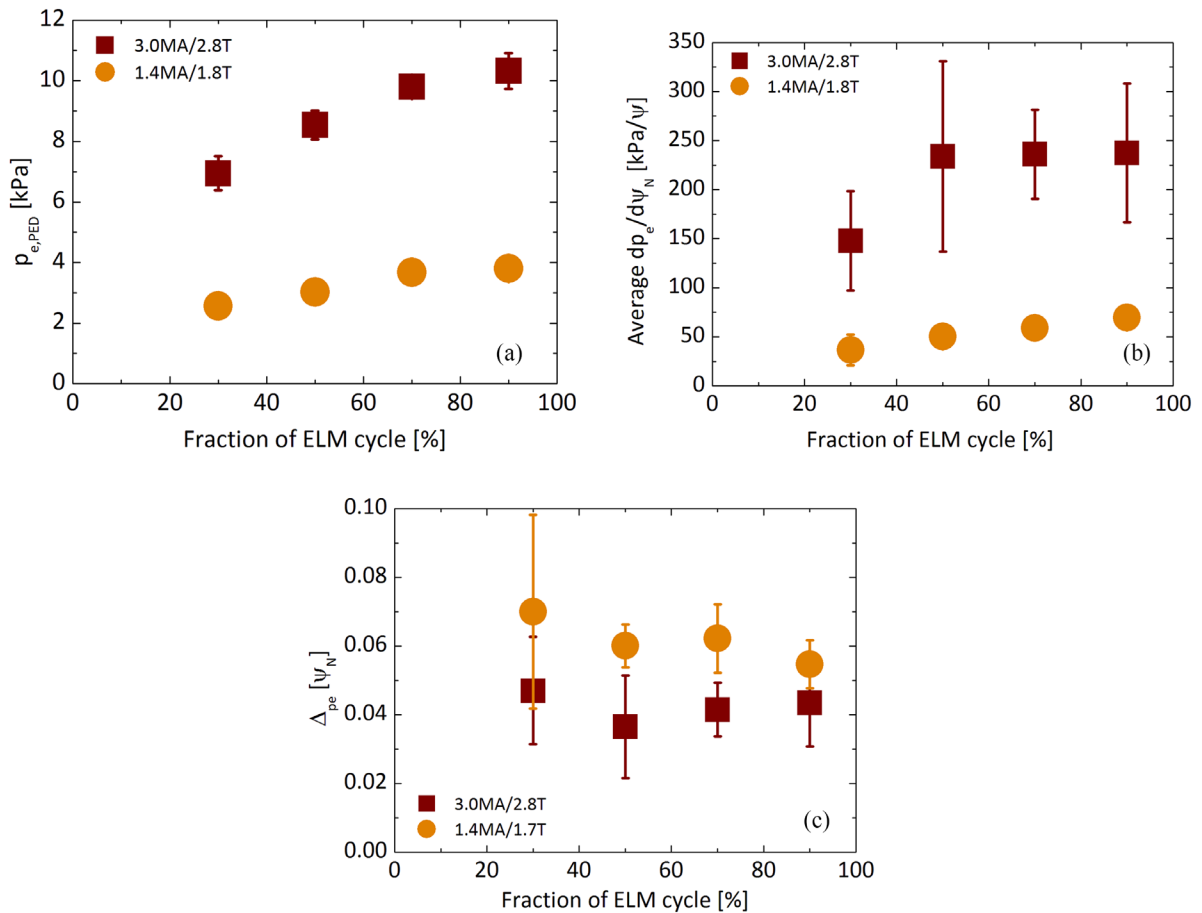
The inter-ELM evolution of pedestal widths and gradients at low versus high plasma current is compared in figures 15–17. The pedestal top density increases monotonically during the ELM cycle both at low and high  $I_p$ , but the density drop after the ELM crash is larger in the discharge at low  $I_p$  and high  $P_{sep}/P_{L-H}$ . While the pedestal density widths are of similar magnitude at low and high  $I_p$ , the averaged pedestal density gradient is three times steeper at high than low  $I_p$ . At high current the density rebuilds inter-ELM initially through steepening of the gradient and narrowing of the width, while in the second half of the ELM cycle  $\Delta n_e$  and average gradient remain roughly constant within error bars. In contrast, at low  $I_p$  the density pedestal builds up via continuous steepening of the averaged gradient and narrowing of the width.  $T_{e,PED}$  increases monotonically inter-ELM at high  $I_p$ , except for possibly saturating in the last 30% of the ELM cycle. The pedestal width and gradient temporal evolution are similar at low and high  $I_p$ , but  $\Delta T_e$  is broader in the low  $I_p$  case,



**Figure 15.** Pedestal density evolution during the type I ELM cycle at 1.4 MA/1.7 T and 3.0 MA/2.8 T: (a)  $n_{e,PED}$  normalized to the pre-ELM value (b) average  $\nabla n_e$  and (c)  $\Delta n_e$  as a function of normalized ELM fraction.



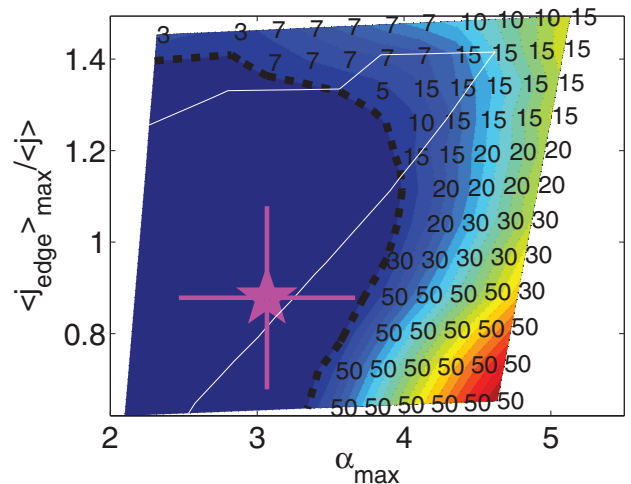
**Figure 16.** Pedestal  $T_e$  evolution during the type I ELM cycle at 1.4 MA/1.7 T and 3.0 MA/2.8 T: (a)  $T_{e,PED}$ , (b) average  $\nabla T_e$  and (c)  $\Delta T_e$  as a function of normalized ELM fraction.



**Figure 17.** Inter-ELM temporal evolution of electron pedestal pressure at 1.4 MA/1.7 T and 3.0 MA/2.8 T: (a)  $p_{e,PED}$ , (b) average  $\nabla p_e$  and (c)  $\Delta p_e$  as a function of normalized ELM fraction.

presumably due to the higher  $P_{sep}/P_{L-H}$  ratio. On the other hand, the high  $I_p$  pedestal sustains a larger average temperature gradient.

In the high current H-mode,  $p_{e,PED}$  increases continuously inter-ELM until the ELM crash, with the average pedestal pressure gradient initially increasing and then saturating half way through the ELM cycle and with  $\Delta p_e$  roughly constant through the ELM cycle. The trends suggested by the data thus show dynamical behaviour consistent with the KBM constraint, which should however be confirmed or disproved by future edge gyrokinetic simulations and comparison to fluctuation levels measured by reflectometry. The linear MHD edge stability of the 3 MA discharge has been analysed with HELENA/MISHKA [34] with input the measured pre-ELM  $n_e$  and  $T_e$  profiles and using the Sauter formula [16, 17] to calculate the contribution of the bootstrap current to the total edge current.  $T_i = T_e$  is assumed (consistent with charge exchange measurements) and the line averaged  $Z_{eff}$  from visible Bremsstrahlung is used in the calculation of the main ion density (with Be the main intrinsic impurity). The pedestal stability analysis is illustrated in the  $j$ - $\alpha$  diagram of figure 18, where the dashed black line represents the  $P$ - $B$  stability boundary and the integers indicate the numbers of the most unstable  $n$ -modes. The operational point (magenta star) is close to the  $P$ - $B$  boundary, indicating broad consistency with the  $P$ - $B$  constraint. Since both  $P$ - $B$  constraint and



**Figure 18.**  $j$ - $\alpha$  edge stability diagram calculated with HELENA/MISHKA for the 3 MA pulse #92432. The dashed black line represents the  $P$ - $B$  stability boundary, the thin white line the  $n = \infty$  ideal MHD ballooning limit and the integers the values of the most unstable  $n$ -modes. The operational point (magenta star) is close to the  $P$ - $B$  stability boundary.

KBM constraint appear to be satisfied on the basis of our analysis, we conclude that the inter-ELM evolution of the 3 MA H-mode pedestal (#92432) is in agreement with the EPED assumptions.

## 5. Discussion and conclusions

The pedestal structure of type I ELMy H-modes has been analysed for JET-ILW. The electron pressure pedestal width is independent of  $\rho^*$  and increases proportionally to  $\sqrt{\beta_{\text{pol,PED}}}$ . Additional broadening of the pressure width is observed, at constant  $\beta_{\text{pol,PED}}$ , with increasing  $\nu^*$  and/or neutral gas injection and the contribution of atomic physics effects in setting the width cannot as yet be ruled out. Neutral penetration alone does not appear to determine the shape of the edge density profile in JET-ILW and the pedestal electron density width is largely insensitive to variations in injected  $D_2$  gas rate, except possibly at the highest power levels. The pedestal electron temperature width, on the other hand, broadens (and  $\nabla T_e$  decreases) with  $D_2$  gas rate at high power levels above  $P_{L-H}$ . Analysis of the ratio of density to temperature scale lengths in the JET-ILW edge transport barrier,  $\eta_e = L_{n_e}/L_{T_e}$ , derived from the experimental profiles without *mtanh* fit regularization, identifies  $\eta_e$  values of order 2–3 within experimental uncertainties, although HRTS data with higher spatial and temporal resolution are needed to enable a more accurate quantitative discrimination of  $\eta_e$ .

The paper extends existing understanding, represented in the stationary ELITE linear peeling–ballooning mode stability and the EPED pedestal structure models, to the dynamic evolution between ELM crashes in JET-ILW, in order to test the assumptions underlying these two models. Study of the inter-ELM pedestal evolution in a range of JET-ILW H-modes with varying plasma conditions shows that avoiding saturation of the temperature gradient as the pedestal rebuilds in between ELM crashes is crucial to maximizing pedestal performance. The inter-ELM pedestal evolution in JET-ILW doesn't follow one single dynamic pattern, but varies depending on plasma operation conditions, such as auxiliary heating and/or gas injection levels, and is not always consistent with the assumptions underpinning the EPED model. In particular, the inter-ELM pedestal pressure evolution at high  $\beta_N$  and high gas injection appears to be inconsistent with the EPED model assumptions, despite qualitative consistency with the KBM constraint, since the *P–B* constraint is not satisfied.

Recent non-linear GENE simulations of a sample JET-ILW pedestal at high  $D_2$  gas rate indicate that MTM and electron temperature gradient turbulence, together with neoclassical transport, is consistent with power balance across the pedestal, with KBMs largely insignificant over the edge transport barrier, except very near the LCFS [32]. As MTMs are driven by the electron temperature gradient, they exhibit the characteristics of a mode that clamps the  $T_e$  pedestal evolution, and could therefore be the dominant turbulence in the JET-ILW pedestal as the  $D_2$  gas rate is progressively increased at given input power.

Edge gyrokinetic analyses and experimental characterization of the turbulence driving the residual pedestal transport inter-ELM are needed in order to advance understanding of the physics at play in JET-ILW pedestals and gain confidence in predictions for ITER and beyond.

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