

The Effects of Increasing Lithium Deposition on the Power Exhaust Channel in NSTX

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Previous measurements on the National Spherical Torus Experiment (NSTX) demonstrated peak, perpendicular heat fluxes, $q_{\text{dep, pk}} \leq 15 \text{ MW/m}^2$ with an inter-ELM integral heat flux width, $\lambda_{q, \text{int}} \sim 3\text{--}7 \text{ mm}$ during high performance, high power operation (plasma current, $I_p = 1.2 \text{ MA}$ and injected neutral beam power, $P_{\text{NBI}} = 6 \text{ MW}$) when magnetically mapped to the outer midplane. Analysis indicates that $\lambda_{q, \text{int}}$ scales approximately as I_p^{-1} [1]. The extrapolation of the divertor heat flux and λ_q for NSTX-U are predicted to be upwards of 24 MW/m^2 and 3 mm respectively assuming a high magnetic flux expansion, $f_{\text{exp}} \sim 30$, $P_{\text{NBI}} = 10 \text{ MW}$, balance double null operation and boronized wall conditioning.

While the divertor heat flux has been shown to be mitigated through increased magnetic flux expansion[1], impurity gas puffing[2], and innovative divertor configurations[3] on NSTX, the application of evaporative lithium coatings in NSTX has shown reduced peak heat flux from 5 to 2 MW/m^2 during similar operation with 150 and 300 mg of pre-discharge lithium evaporation respectively. Measurement of divertor surface temperatures in lithiated NSTX discharges is achieved with a unique dual-band IR thermography system[4,5] to mitigate the variable surface emissivity introduced by evaporative lithium coatings. This results in a relative increase divertor radiation as measured by the divertor bolometry system. SOLPS[6] modeling of heavy lithium evaporation discharges will be presented to elucidate divertor operation in this scenario. While the measure divertor heat flux is reduced with heavy lithium evaporation, λ_q contracts to $3\text{--}6 \text{ mm}$ at low I_p but remains constant as I_p is increased to 1.2 MA yielding λ_q 's comparable to no lithium discharges at high I_p . Implications for NSTX-U operation with heavy lithium coatings in the divertor will be discussed.

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[4] J-W. Ahn, et. al., *Rev. Sci. Instrum.* **81** (2010) 023501

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