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${\bf Favorable\ Core\ and\ Pedestal\ Transport\ Properties\ of\ the\ Wide\ Pedestal\ QH-Mode\ Regime^1}$

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The high confinement Wide Pedestal Quiescent H-Mode regime (H_{98y2} up to 1.6) is promising for steady burning plasma operation without ELMs and associated divertor damage, at ITER collisionalities, with nearly equal ion and electron temperatures and no net torque injected. In recent DIII-D experiments, unlike other H-Modes, confinement improves when electron cyclotron heating (ECH) replaces neutral beam power, promising for burning plasma operation. We have sustained Wide Pedestal QH-Mode for several confinement times with up to 77% ECH power (23% NBI) with $T_{e0} > 12 \text{ keV.}^3$ Fourier analysis of the ECE T_e response to modulated ECH separates diffusion and convection in the electron power balance, revealing an inward core electron thermal pinch, forming an internal transport barrier (ITB) in T_e as the ECH is moved on-axis. The pinch is being explored using GENE simulations (now with the first exact gyrokinetic collision operator⁴). TEM turbulence dominates, driving significant magnetic flutter transport. Even without the ITB, ion channel confinement improves in the core and pedestal as the fraction of off-axis electron heating increases. The pedestal E_r well broadens and deepens, while the intensities of low and intermediate wavenumber density fluctuations respond oppositely. Wide Pedestal QH-Mode has been separately demonstrated with zero net injected NBI torque throughout. We have measured the effective intrinsic torque profile as a function of ECH power fraction (0%, 32%, 52%), while simultaneously measuring electron thermal transport. The intrinsic torque density balances that from edge beam orbit loss to produce near-zero total torque density across the profile. The edge beam orbit loss torque diminishes as the fraction of ECH power increases, yet confinement improves.

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