





Final Results From the CLIC Test Facility (CTF3)

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For the CLIC Collaboration



CLIC in a nutshell

CLIC will be built in stages of increasing collision energy: starting from 380 GeV, then \sim 1- 2 TeV, and up to a final energy of 3 TeV.

To limit the collider length, the accelerating gradient must be very high - CLIC aims at 100 MV/m, 20 times higher than the LHC.

CLIC is based on a two-beam acceleration scheme, in which a high current e- beam (the drive beam) is decelerated in special structures (PETS), and the generated RF power is used to accelerate the main beam.







The CLIC accelerator and detector concepts, together with the physics potential of the project, are being studied and developed within world-wide coordinated efforts.



CLIC Timeline



Compact Linear Collider

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The CLIC study





The CLIC study







What matters in a linear collider ?

Energy reach

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$$E_{cm} \approx L_{linac} G_{acc}$$

High gradient X-band normal conducting

CLIC

specific

Issues

Luminosity

 $L = \frac{n_b N^2 f_{rep}}{4\pi\sigma_x^* \sigma_y^*} \times H_D \propto \frac{\eta_{beam}^{AC} P_{AC}}{\varepsilon_y^{\frac{1}{2}}} \frac{\delta_{BS}^{\frac{1}{2}}}{E_{cm}}$

N.B.:
$$\sigma_{x,y} = \sqrt{\frac{\beta_{x,y}\epsilon_{x,y}}{\gamma}}$$

Acceleration efficiency



- Generation of small emittance
- Conservation of small emittance
- Extremely small beam spot at IP

Two-beam scheme

Damping rings

Wake-fields, alignment, stability

Beam delivery system, stability











Two-beam scheme issues

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Drive Beam Generation	
 Full beam loading acceleration 	1
High current stable acceleration	1
Bunch length control, isochronous beam lines	1
• Phase coding	1
Combination with RF deflectors	\checkmark
• Drive Beam stability (phase, charge,)	1

RF Power Production

- RF power level and pulse length (break-down limit)
- Extraction efficiency, HOMs
- Drive Beam deceleration (efficiency, transport, stability)
- On-off mechanism (break-down protection)
- RF pulse shape (beam loading compensation)





Two-beam scheme issues

Drive Beam Generation	All covered in CTF3	
 Full beam loading acceleration 	✓	
High current stable acceleration	Two-Beam Acceleration	
Bunch length control, isochronous beam lines	 Gradient, pulse length (break-down limit) 	
• Phase coding	Consistency with expectations	
Combination with RF deflectors		
• Drive Beam stability (phase, charge,)	 Break-down kicks Test with full-fledged module 	
	Wake-field monitors	
RF Power Production		
• RF power level and pulse length (break-down limit)	t) 🗸 🔰	
• Extraction efficiency, HOMs		L
 Drive Beam deceleration (efficiency, transport, stat 	ability) 🗸	
On-off mechanism (break-down protection)		
 RF pulse shape (beam loading compensation) 		

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CTF3 – the original mission











CTF3 – the original mission







CTF3 – the original mission





















Last beam – December 2016





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Drive Beam Generation



Factor 8 combination

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Drive Beam Generation

Beam recombination

- Fast bunch phase switch in SHB system
- Operation of isochronous rings and beam lines







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Drive Beam Stability





Time [h:m]



Drive Beam Stability







Drive Beam Stability





Power production in the Two-Beam Test Stand

PETS operated routinely above **200 MW** peak RF power

providing reliably pulses ~ 100 MW to accelerating structure.

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About twice the power needed to demonstrate 100 MV/m acceleration in a two-beam experiment with the nominal CLIC structure.







TBTS – PETS On-off mechanism







PETS, forward RF

Demonstration of PETS of-off mechanism

- Feasibility issue
- Switch off power from individual PETS to accelerating structure in case of breakdown
- Reduce substantially power in PETS, to cope with PETS breakdowns
- PETS on-off principle fully tested
- Conditioned at high power (135 MW - nominal) by recirculation
- System routinely used in CTF3 for power enhancement and tuning

Simulation vs. experiment





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Two-Beam Acceleration

Two-Beam Acceleration demonstration in TBTS

Up to 145 MV/m measured gradient

Good agreement with expectations (power vs. gradient)



15-Jul-2011 Energy at screen center= 215.32 MeV -10 0 204 208 212 216 220 22 Drive beam ON Energy at screen center= 212.25 MeV -10 0 Drive beam OFF 202 206 210 214 218 222 226 MeV

Maximum stable probe beam acceleration measured: 31 MeV

⇒ Corresponding to a gradient of 145 MV/m



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Two-Beam Module Experimental Program 2015-2016



Two-beam acceleration in TBM thoroughly tested

Verified again power production/energy gain vs. expectations

Operated at nominal CLIC gradient and pulse length, ~ 100 MV/m and 240 ns

Experiment on control of RF profile (beam loading compensation) done

CLIC two-beam module tests

- Power production, stability + control of RF profile
- RF phase/amplitude drifts along TBL, PETS switching at full power
- Two-beam acceleration, power transfer & phasing, breakdown detection and effects of breakdowns...
- Alignment tests, with and w/o beam, including Wake-Field Monitors and main beam prototype BPMs
- Aim: gather all possible information, to feed back into next generation Two-Beam Module design







TBM – accelerating gradient in 2016







TBM – wake-fields effect





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TBM – wake-fields effect



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14 Power Extraction & Transfer Structures (PETS) installed and running from 2015

Full beam transport to end-of-line spectrometer, stable beam

Power produced (90 MW/PETS) fully consistent with drive beam current (24 A) and measured deceleration.

Test Beam Line



PETS tank during installation





TBL line in CLEX





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About 1.3 GW of 12 GHz peak power!





Beam deceleration, measured in spectrometer and compared with expectations



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Beam Loading Experiment

- A BDR reduction by beam loading up to an order of magnitude was measured.
- BDR seems dominated by the peak gradient, confirmed by the measured distribution inside the structure, which follows roughly the gradient profile.
- Possibility to further optimise the CLIC structure by targeting a flat gradient along the structure during the operation with beam.





Figure 5: Breakdown cell distribution along the TD26CC structure for unloaded (blue), loaded (red) and anti-loaded (green) case.



CTF3 Exp. Program 2015-2016 – Instrumentation Tests

Beam day x experiments with CALIFES in 2015

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Wake-Field Monitors

- 4 um resolution
- Studies of DB noise
- Confirmed by new version



Drive Beam BPM

• Confirm 2.5 um resolution Rad hardness





Optical Fiber Beam Loss Monitors in TBL

- Localization of losses
- below 2 m (2015)
- Multi-loss location case

Main beam BPM prototypes

- Sub-micron resolution measured
- Time resolution (50 nm) OK





Wake Field Monitors



ACS with WFM





Wake field monitors precisely determine the beam position with respect to the electrical center of an accelerating structure

In CLIC, WFM signals will be used to center the beam in the structure and minimize transverse wake-fields

Requirement: 4.5 um resolution













CERN Linear Electron Accelerator for Research (CLEAR) \$\\$\$2017\$





The CLEAR (CERN Linear Electron Accelerator for Research) proposal

The CLEAR¹ facility at CERN

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However, the probe beam injector CALIFES will become the focus of a new multi-purpose facility, CLEAR

CLEAR, among other activities, will continue some CLIC related studies on high-gradient and diagnostics



The CLEAR (CERN Linear Electron Accelerator for Research) proposal

The CLEAR¹ facility at CERN

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CONCLUSIONS

- CTF3 has addressed and solved the CLIC issues related to drive beam generation, power production and two-beam acceleration.
- CTF3 successfully completed its planned experimental program in December 2016 as planned, and stopped operation.
- The experience gathered in CTF3 is now being documented, in view of the update of the European Strategy in 2019.
- The approval of the CLEAR program gives the opportunity to maintain local testing capability at CERN for CLIC instrumentation and highgradient structure testing with beam, alongside with other non-CLIC activities.





The CLIC Test Facility has been the collective effort of a large collaboration over more than a decade.

Many thanks to all individuals who participated over this period to the conception, design, construction, commissioning and operation of CTF3!

