LEMBAR HASIL PENILAIAN SEJAWAT SEBIDANG ATAU PEER REVIEW KARYA ILMIAH : PROSIDING

Judul Karya Ilmiah Jumlah Penulis Status Pengusul	: :	Near Optimum MIMO Decoders for Next Generation Very High Throughput WLAN 1 orang (Wahyul Amien Syafei) Penulis Tunggal				
Identitas Prosiding		a.	Judul Prosiding		The 22 nd Asia Pacific Conference on	
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		b.	ISBN/ISSN	:	978-1-5090-0676-2	
		c.	Thn Terbit, Tempat Pelaks.	:	Agustus 2016, Jogjakarta	
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Reviewer 2

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Reviewer₁

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- 3. Kecukupan dan kemutakhiran data/informasi dan metodologi: Metode near optimum yang diusulkan adalah cukup terkenal. Metode ini coba diterapkan pada sistem WLAN mutakhir IEEE 802.11ac. Perbandingan dengan metode linear dan optimal dilakukan dengan simulasi. (Nilai 8).
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This paper presents our research in developing high performance but low complexity MIMO decoders for the newest WLAN, i.e. 802.11ac. K-best and Trellis methods are proposed to develop the MIMO decoders. Their performances are observed and compared to MIMO decoders which are based on linear and optimal methods, i.e. ZF, MMSE, and ML. Run test of 2×2 MEMO, 64-QAM, Coding rate 3/4, and 40MHz of bandwidth with target BER 10⁻⁶ is conducted under in-door channel model. The proposed

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Near Optimum MIMO Decoders for Next Generation Very High Throughput WLAN

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Abstract— This paper presents our research in developing high performance but low complexity MIMO decoders for the newest WLAN, i.e. 802.11ac. K-best and Trellis methods are proposed to develop the MIMO decoders. Their performances are observed and compared to MIMO decoders which are based on linear and optimal methods, i.e. ZF, MMSE, and ML. Run test of 2x2 MIMO, 64-QAM, Coding rate 3/4, and 40MHz of bandwidth with target BER 10⁻⁶ is conducted under in-door channel model. The proposed near optimum methods demonstrate superior performance compared to the linear ones and the complexity are significantly lower than MLD

Keywords-WLAN 802.11ac, MIMO, OFDM, MLD, Trellis, K-best

I. INTRODUCTION

MIMO and OFDM are the keys of technology to provide next generation high throughput and high performance wireless communications. Started in 1993 when OFDM is implemented in WLAN 802.11a and 802.11g to provide 54Mbps of throughput with 20MHz of bandwidth in 5GHz and 2,4 GHz frequency band, respectively [1, 2]. As an extension of previous WLAN with MIMO technique, 802.11n promises more robust and higher throughput. [3]. Within the same 20 MHz of bandwidth, it offers five times throughput and by ocupying 40MHz of bandwidth it rises ten times of throughput than 802.11a/g. Therefore 802.11n is called high throughput (HT) WLAN. [4].

High demand of wireless multimedia communication has forced IEEE 802.11 standard association to define the next generation WLAN named a very high throughput (VHT) WLAN 802.11ac which shall provide at least Gigabit order of throughput. To attain such very high throughput while maintaining the performance, it exploits the combination of MIMO, OFDM, and high-order modulation, i.e. 256-QAM [5].

MIMO decoder is the most important part of VHT WLAN 802.11ac. Its function is to obtain the transmitted information by decoding the signals form all of the interference signals and noise which come along. The most common MIMO decoders are based on linear method, i.e Zero Forcing (ZF) and Minimum Mean Square Error (MMSE). Both of them require

less computation but provide low performance. On the other hand, the well known method called Maximum Likelihood (ML) offers an optimum performance. It calculates the distance between the received signal to all possible symbol candidates. However ML requires very high complexity and the complexity grows exponentially with the number of transmit antennas and the chosen modulation [6].

Implementation of ML-based MIMO Decoder for 802.11n 20 MHz with 2x2 configurations which provides throughput 270 Mbps is discussed in [7], while for 40 MHz of bandwidth with 4x4 configurations is reported in [8]. Further, the very high complexity of ML is reduced using K-best and Trellis method in 802.11n system are presented in [9] and [10].

Through this paper, we want to share our research in developing high performance but low complexity MIMO decoders for the newest WLAN, i.e. 802.11ac. K-best and Trellis as near optimum methods are proposed to develop the MIMO decoders. Their performances are observed and compared to MIMO decoders which are based on linear and optimal methods, i.e. ZF, MMSE, and MLD.

Run test of 2x2 MIMO, 64-QAM, coding rate of $\frac{3}{4}$, and 20/40 MHz of bandwidth with target BER of 10^{-6} is conducted under in-door channel model. This configuration is known as a modulation coding scheme (MCS) no 14 of 802.11n or equal to MCS 6 of 802.11ac. The proposed near optimum methods demonstrate superior performance compared to the linear ones and the complexity are significantly lower than MLD.

II. MIMO SYSTEM

A. MIMO Channel Model

MIMO is one of diversity technique which is used to suppress fading and interference from other user, and to raise data rate without additional bandwidth. There are two MIMO schemes widely used, Space Time Block Code (STBC) and Spatial Division Multiplexing (SDM).

SDM means several independent data streams transmitted over different transmit antennas in the same bandwidth. On SDM system, the minimum number of transmit antennas equals to the number of receive antennas. MIMO configuration with four transmit and receive antennas is shown in fig. 1.

Aware-D : Voice Recognition-based Driving Awareness Detection

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Abstract—Driving needs the driver to be in a proper condition, aware enough of the road to ensure safety. Driving under the influence of alcohol has been one of the worst cause of traffic accidents worldwide. In this paper, we propose a novel system to detect the awareness of car drivers when driving, which is related to driving under alcohol (drunk driving). The system will be installed in Android smartphones and evaluate driver's awareness by questioning the drivers with Android's text-tospeech and evaluating the answers with voice recognition before and during driving. The system calculates the percentage of correctly answered and wrongly answered questions. Once the system detects abnormal awareness of the driver, the system will alert the driver and notify a chosen contact with SMS containing the location of the driver.

Keywords—mobile application, awareness detection, driving behavior, android

I. INTRODUCTION

In this fast paced world, mobility of people is very important and transportation is a very essential element to support the mobility of people. One of the most used transportation in the world are cars. Cars, or private cars are used by people to travel quickly from a place to another through the roads, which not seldom take a long time in roads and traffic. There are an estimated number of 1.2 Billion cars active in the roads worldwide, and will grow to 2 billion in 2035, showing the importance and demand increase of cars.

Driving a car demands the driver to be in a proper condition and aware of the road to ensure safety. In many countries, driving a car is restricted to rules limiting the activities done in the car while driving, and the condition of the driver. Drivers in a not proper condition (drunk, sleepy, on drugs, etc.) can cause harm to the other traffic user, in form of a potential to incite accidents on the roads. According to the National Highway Traffic Safety Administration (NHTSA) 33,561 people died in traffic crashes in 2012 in the United States (latest figures available), including an estimated 10,322 people who died in drunk driving crashes, accounting for 31% of all traffic deaths that year. ²Department of Networks and Telecommunications INSA Toulouse Toulouse, France

Works had been done in using technology to help drivers to drive properly, but many of them demand the users to have additional hardware, or using algorithms with high computing power running on mobile devices, thus reducing battery life.

In this paper, we present Aware-D, a novel approach using voice recognition to enable a questions-answers based method to detect unaware driving condition. It is implemented in an Android package which tries an approach of human-computer interaction, made to help the driver and the families (or relatives) of the driver to ensure the driver's condition while driving. With this app, the driver will be provided easy, not distracting questions in form of voice, and the driver must answer the questions with voice. The application will then compare the answers of the driver with the preallocated answers in the database of the application to determine if the driver is alert or not. The application can then notify the selected person the condition of the driver. With Aware-D, our target is to help reduce the accidents rate because of loss of awareness problem (from tiredness, alcohol, drugs, etc) without needing the user to use additional hardware in the car, and use the commonly used smartphone instead.

The rest of this paper is as follows: Section II will introduce the related works in the past literatures. In Section III, we present Aware-D design in details, and how we implemented it. In Section IV, we deliver our analysis and results on the application's testing. In Section V, we open a further discussions in the topic and finally in Section VI we conclude our work.

II. RELATED WORKS

The safety problem as the result of unsafe driving behavior is a daily issue that concerns everyone, as far as they use roads as car driver, rider, pedestrian, etc. This must be a reason why there are so many papers about how to help drivers to have a better driving behavior, and so many mobile phone applications developed for this purpose, such as applications to detect Stops, despite their small size, the lack of lighting or

Loss-tolerant Large-scale MU-MIMO System with Rateless Space Time Block Code

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Abstract—In this paper, we study the performance of losstolerant multiuser large-scale multiple-input multiple-output (LS-MIMO) system with rateless space time block code (RSTBC). Since large number of low-power antenna elements are deployed in LS-MIMO systems, there is always a possibility of transmission losses, which may degrade the system performance significantly. In such cases, packets may get lost or not decodable at the receiver resulting in wireless erasure channels. Hence, RSTBC is introduced in LS-MIMO downlink transmission to tackle this problem. Performance analysis and simulation results are provided to demonstrate the feasibility of the proposed scheme in such cases. It has been shown that RSTBC guarantees the reliability of lossy LS-MIMO system with low overhead and complexity.

Index Terms-MIMO, Massive MIMO, STBC, Rateless Code

I. INTRODUCTION

LS-MIMO systems (also known as massive MIMO systems) have been targeted for deployment in the fifth generation (5G) cellular standards, to fundamentally enhance the wireless capacity and communication reliability [1]. In LS-MIMO system, a large number of antennas, possibly hundreds or even thousands, work together to deliver big data to the end users. Despite the significant enhancement in capacity and/or link quality offered by MIMO systems and space time codes (STCs) ([2], [3]), it has been shown recently that LS-MIMO can even improve the performance of MIMO systems dramatically. This has prompted a lot of research works on LS-MIMO systems lately.

However, the deployments of LS-MIMO schemes in various wireless communication systems may come with new problems arising from the difficulty of deploying a very large number of co-located antenna elements and keeping coherently all of them in synchronized operating conditions. This is an important practical deployment issue that has not yet been examined. There may arise situations at which the data fed to the system may get lost in the wireless transmission medium. This problem is of important significant, because the transmission of big data promised by LS-MIMO systems will be significantly affected, especially, for applications that require fast and real-time responses. These loss-tolerant situations can be considered as lossy channels and modeled in many interesting systems such as the Alternating Bit Protocol (ABP) [4] and High-Level Data Link Control (HDLC) [5]. Another scenarios that may cause high losses are antenna elements

failure in a space platform or a remote military equipment as well as similar cases that may occur to the communicating devices during disasters. In such conditions, the replacement of faulty antenna elements of the array is not possible. Therefore, there is a need for a fast and efficient compensation scheme with the capability to preserve the reliability of the system in such scenarios.

One approach to solve this problem is rateless coding. Unlike the conventional channel code, rateless code does not have a fixed rate before transmission, but rather produces an unlimited number of encoded packets. A rateless code can operate universally over classes of channels, and adapt its rate according to the specific channel realization. The notion of rateless coding is conceptually similar to the hybrid automatic repeat request (HARQ) schemes [6], but the difference is mainly in the code construction where rateless codes can be considered as a continuous version of the HARQ [7].

Majority of the existing work in the literature of rateless coding is an extension of the fountain codes over the erasure channels [8]. In such a class of channels, the receiver will simply drop the corrupted packet and consider it as if it has never been received. The first practical class of rateless codes is Luby Transform (LT) code, which was developed to the well-known Raptor code [9]. For wireless channels, rateless code paradigm was addressed in many works such as [7], [10], [11], [12]. Furthermore, [13] presents a novel framework of opportunistic beamforming employing rateless code in multiuser MIMO downlink to provide faster, higher and stronger wireless services. For the case of LS-MIMO systems, we are not aware of published work yet examining the combination of rateless STC with LS-MIMO schemes.

In this work, the use of RSTBC is proposed to tackle the link losses and guarantee the reliability of multiuser LS-MIMO systems where a large number of antennas are employed at a base station (BS) or an access point (AP) to serve a certain number of users. In [14], we have discussed the basis of RSTBC, however, in this paper, we address further issues. First, larger number of antennas and users are assumed. Second, instead of assuming perfect channel state information (CSI), as in [14], we estimate both the small-scale and large-scale wireless channel parameters and use them in the data transmission in order to obtain more realistic results. Finally, we consider higher frequency (28 GHz). We illustrate the ability of this code to combat the phenomenon of losses and

Study on Protocol and Required Bandwidth for 5G Mobile Fronthaul in C-RAN Architecture with MAC-PHY Split

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Abstract—We propose the use of Small Cell Forum application program interface mapped over Radio over Ethernet frames to realize a transport interface for mobile fronthaul where the function of the base stations is split between MAC and PHY layers for 5G mobile with a centralized radio access network configuration. We confirmed that this approach successfully reduced the bandwidth required for the fronthaul to less than 10 Gbit/s by numerical simulation when the wireless system bandwidth was 600 Mbit/s for 16 streams per access point, owing to the statistical multiplexing effect described in our proposal.

Index Terms—5G mobile, fronthaul, function split, Radio over Ethernet, Small Cell Forum API

I. INTRODUCTION

With the widespread use of many attractive digital devices such as smartphones and tablet computers, digital environment represented by social networking services including shortmessage exchange with graphics and video chat using a handset, and watching videos has now become part of our daily lives. From the end-users' perspective, such devices and services are based on the wireless communications infrastructure of high-speed cellular and public/private WiFi networks as opposed to conventional wireline networks. For example, it has been reported that mobile traffic data will grow at a constant annual rate of 53% and reach up to 30 exabytes in 2020 [?]. Against such a background, many mobile operators are eyeing next-generation mobile systems known as 5G mobile that will support the above-mentioned, ever-increasing user traffic demand [?], [?]. With 5G mobile the carrier frequency will be in a high frequency region of at least several GHz to realize high-speed communication. One of the key technologies is massive multiple-input and multiple-output (MIMO) antennas at base stations that can utilize the nature of the higherfrequency band where both attenuation and directivity are high. When using a massive MIMO system with antenna elements of more than one hundred, a precise beam forming technique should be employed to compensate for the high directivity, i.e. low coherency while utilizing the high-speed transmission characteristics. Recent cellular systems adopt a centralized/cloud radio access network (C-RAN) where the function of the baseband unit (BBU) is aggregated, and many remote radio heads (RRHs) are connected with the BBU by optical fibers to configure a cost-effective point-to-multipoint topology as shown in Fig. 1.



Fig. 1. Network configuration for C-RAN.

This type of optical network for cellular systems is called mobile fronthaul (MFH), and a common public radio interface (CPRI) [?] has been used as a cost-effective interface for MFH. However, the required optical capacity for MFH will become very large in the 5G mobile era if CPRI is selected as a fronthaul interface the way it used to be, making the fronthaul cost high. In fact, the bit rate specified in CPRI has increased to 24 Gbit/s, but the economic feasibility is currently unclear as regards commercial adoption. As the split layer becomes higher, the fronthaul capacity becomes smaller. For example, splitting the function between the MAC and PHY layers is a desirable option as described later in more detail. In addition, MFH is expected to provide a way of transmitting mobile traffic in a more standard and common manner and thus realize cost-effectiveness and adapt to the characteristics of packetized traffic with dynamic variation in its load according to the actual usage when such a function split is applied. In this paper, we propose using Small Cell Forum application program interface (SCAPI) where the function of the base stations is split between the MAC and PHY layers for 5G mobile. We also propose that the traffic on MFH be carried by using Radio over Ethernet (RoE) frames for cost-effectiveness as well as interface conformity for packetized traffic with the MAC-PHY split applied. We estimated the required optical fronthaul capacity by using numerical simulations, and revealed that our approach can successfully reduce the required fronthaul capacity to about 10 Gbit/s thanks to the statistical multiplexing effect where a cost-effective transport interface

Selection Model Based on Multi-Objective Evolutionary Algorithm for Coordinated Multi Point Schemes

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Abstract—The capacity, coverage and interference problems in the infrastructure deployed by mobile operators are increasing due to exponential growth of subscribers and traffic requirements of the new services. In order to solve these problems, 3GPP proposed the Coordinated Multi Point (CoMP) which is a set of cooperative communication techniques between base stations. In this paper we address the decision problem as a multi-objective optimization problem with the aim of improving the user's quality of experience and the load of all base stations involved. We propose an optimization model as well as an evolutionary algorithm based on the SPEA2 Algorithm, to select the best cooperation technique over the download channel. Through simulation over experimental scenarios, we demonstrate that our proposal provides optimal solutions, while being efficient and scalable.

Keywords-Coordinated Multi Point; Dynamic Point Selection; Joint Transmission; Load Balancing; Multi-Objective Evolutionary Algorithm; Quality of Experience.

I. INTRODUCTION

The infrastructure deployed by telecommunications operators must support the growth of traffic caused by the new requirements of that services and/or applications (24.3 Exabyte of monthly traffic expected in 2019 [1]); the growing of users (6.6 billion of mobile subscriptions globaly using 3GPP Systems [2] and 2.9 million users that have access to mobile broadband subscriptions [3]); and transfer rates offered in the access network (download rates up to 3 Gbps are proposed [4]).

The described environment produces capacity, coverage and interference problems; these drawbacks are not independent from one another and occur most frequently in the areas known as high-density urban areas. In order to solve these problems, operators could deploy small cells in the access network (micro, pico, and/or femto cells); however, this alternative requires an investment in the deployment of these new sites, as well as the expansion of the backhaul network.

Looking for ways to solve these problems optimizing the use of infrastructure already deployed, some cooperative communication techniques among base stations have been proposed. These techniques aim to improve the capacity, reliability and/or coverage of cellular mobile networks [5]; however, implementation of these techniques may result in a traffic increase due to the possible redundancy in the transmission of user data [6]. Thus, it is evident that the large amounts of traffic that users can generate along with the additional traffic introduced by the cooperative techniques, introduce new challenges in the planning, management, and maintaining processes, especially at the level of access and backhaul networks.

The implementation of cooperation strategies among base stations has been studied greatly from the lower layers of the Open Systems Interconnection (OSI) reference model. Some studies have focused on the reduction of the load using information theory and signal processing techniques for some specific cooperation strategy, specially in Network Coding [7], [8], and Scheduling [9]. Other studies aimed to solve problems related to the optimization of the selection of elements of cooperation [10], the physical location of these elements [11], the improvement of the equity in the user service [11], [12], and the impact of backhaul network into the cooperation performance [13].

This work seeks to support operators planning and resource allocation processes by helping to define if cooperation is possible and if so, what's the best (optimal) cooperation scheme. Through this study, we want to provide a decision support tool to allow for a better management of the network by allowing cooperation in order to limit costs, traffic overloads, and produce a positive impact on the overall network capacity.

The remainder of this paper is organized as follows: The selection model formulation as a multi objective problem is presented in Section II. The multi objective algorithm proposed to solve the selection model is shown in Section III. Section IV presents the experimental results about the performance of our proposal. Finally, concluding remarks and directions for further work are presented in Section V.

II. SELECTION MODEL FOR COORDINATED MULTI POINT (COMP) SCHEMES

The 3rd Generation Partnership Project (3GPP) [14] introduced the concept of Coordinated Multi Point (CoMP) as a new tool to improve coverage at high data rates, to improve the performance at the cell edge, and to increase overall system performance. CoMP involves the coordination between multiple, geographically separated, points for transmission and reception on the downlink and