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IEEE 802.16t System Requirements Document

802.15-21-0097r3

March 10, 2021

## Introduction

This document is to summarize the performance requirements for IEEE 802.16 operation in channel bandwidths greater than or equal to 5 kHz and less than 100 kHz. This SRD will act as a guide for the development of an amendment to IEEE Std 802.16-2017. This amendment builds on the 802.16s Amendment completed in 2017 and incorporated in the revision IEEE Std 802.16-2017

The following terminology is used in this document:

SHALL: This word, or the terms "REQUIRED" or "MUST", mean an absolute requirement of the specification.

SHALL NOT: This phrase means an absolute prohibition of the specification.

SHOULD: This word, or the adjective "RECOMMENDED", mean that there may exist valid reasons in particular circumstances to ignore a particular item, but the full implications must be understood and carefully weighed before choosing a different course.

SHOULD NOT: This phrase, or the phrase "NOT RECOMMENDED" mean that there may exist valid reasons in particular circumstances when the particular behavior is acceptable or even useful, but the full implications should be understood and the case carefully weighed before implementing any behavior described with this label.

MAY: This word, or the adjective "OPTIONAL", mean that an item is truly optional. One vendor may choose to include the item because a particular marketplace requires it or because the vendor feels that it enhances the product while another vendor may omit the same item. An implementation which does not include a particular option MUST be prepared to interoperate with another implementation which does include the option, though perhaps with reduced functionality. In the same vein an implementation which does include a particular option MUST be prepared to interoperate with another implementation which does not include the option (except, of course, for the feature the option provides.)

# Markets and Use Cases

The following markets and use cases were identified in IEEE [802.15-20-0213r5](https://mentor.ieee.org/802.15/dcn/20/15-20-0213-05-016t-ieee-802-16t-use-cases.xlsx)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Market** | **Use Case/Application** | | **Sub-Application** | |
| Agri-culture | Environmental Monitoring | | rain, temperture, sunlight, wind | |
| Drone | UAS Control and Non Payload Communications (CNPC) | |  | |
| Electric | Point-to-Point Analog Data Circuit replacement | | Transfer Trip/EMS SCADA | |
| Electric | Advanced Metering Infrastructure (AMI) | |  | |
| Electric | Advanced Solar Inverters | |  | |
| Electric | AMI | |  | |
| Electric | AMI Collector | |  | |
| Electric | Circuit Sensors | |  | |
| Electric | Distribution Feeder Automation | |  | |
| Electric | Distribution Sub Metering | |  | |
| Electric | Distribution Sub SCADA | |  | |
| Electric | Distribution Substation SCADA | |  | |
| Electric | Downline Distribution Automation | | Cap bank controller | |
| Electric | Field Devices | | Reclosers, Fault Circuit Indicators (FCIs), Switches, Access Points | |
| Electric | Remote Fault Indicators | |  | |
| Electric | Substation | |  | |
| Electric | Substation Monitoring Devices | |  | |
| Electric | Volt/VAR Control (Capacitor banks) | |  | |
| Electric, Gas, Water | Outage Restoration Management | |  | |
| Electric | Demand Response to Optimally Distribute Power | |  | |
| Fleet Mgmnt | Vehicle Tracking and Monitoring | | Transportation and Construction | |
| Fleet Mgmnt | Fuel Consumption Monitoring | | Tranportation | |
| Oil/Gas | Point-to-Point IP Backhaul | | LoRa WAN Gateway | |
| Oil/Gas | Pump Off Controller | |  | |
| Gas | Methane detection | |  | |
| Gas & Water utilities | Pressure Sensing | |  | |
| Manu-facturing | Machinery Condition Monitoring | | Vibration sensing | |
| Rail | Central Traffic Controller Communication | |  | |
| Rail | Differential GPS | |  | |
| Rail | Drone Communication | |  | |
| Rail | Employee-in-charge | |  | |
| Rail | End-of-Train Communication | |  | |
| Rail | Fault detector communication | |  | |
| Rail | Grade Crossing Communication | | Activation | |
| Rail | Grade Crossing Communication | | Monitoring | |
| Rail | Hy-rail Limits Compliance | |  | |
| Rail | Interoperable Electronic Train Management System (I-ETMS) Positive Train Control | | Back office to locomotive | |
| Rail | Interoperable Electronic Train Management System (I-ETMS) Positive Train Control | | Periodic wayside status | |
| Rail | Locomotive Distributed Power | |  | |
| Rail | On-board Sensor Network | |  | |
| Rail | Remote Control Locomotive | |  | |
| Rail | Wayside Maintenance | |  | |
| Rail | Worksite protection | |  | |
| Rail | Advanced Civil Speed Enforcement System (ACSES) Train control | | Locomotive to Office and Wayside | |
| Rail | Defect detectors | | Voice and data | |
| Rail | End-of-train (EOT)/Head-of-Train (HOT) | |  | |
| Rail | Local DTMF crossing activation | |  | |
| Rail | Positive Train Control (PTC)-enabled crossing | |  | |
| Rail | Remote monitoring and systems mgmt | | w/o video | |
| Rail | Remote monitoring and systems mgmt | | w/video | |
| Rail | Wayside signaling | | Wayside to Office | |
| Rail | Wayside signaling | | Wayside to Wayside (main/remote) | |
| Rail/DOT | Bridge and infrastructure monitoring | |  | |
| Smart City | Smart Street Lights | |  | |
| Smart City | Parking management | |  | |
| Smart City | Security Systems (Excludes video monitoring) | | motion detectors, door open sensors, proximity | |
| Smart City | HVAC monitoring and control | | Smart Building | |
| Waste-water & flood control | Level and Overflow | | Private Septic Systems | |
| Water | SCADA | |  | |
| Water | Leak Detection | |  | |

The standard should support this set of use cases for field area networks, and similar critical infrastructure industry applications, that require high reliability and availability.

## 802.16t Amendment Requirements

Amendment Requirements that must be specified in the amendment in order to meet the operational requirements. These requirements identify the gaps in the existing standard that must be addressed by the amendment in order to attain those capabilities.

**Topology:**

Support of the following topologies is required:

Network topology: Multicell and multisector

Sector topology: Point to Multipoint Point to Point topology will be supported as a private case of Point to Multipoint

Repeater for range extension:

S&F on the same carrier frequency/carrier frequency pair

Use of distinct carrier frequency/carrier frequency pair.

Base Station Controller (BSC) for:

Seamless handover

Coordination of base station operation to minimize self-interference.

A Base Station to Base Station Controller communication protocol to support the above functions will be standardized.

Consider impact of PTT one-way LMR on topology.

**Frequency Range**

While the IEEE 802.16t amendment does not require or exclude support for any specific frequency, the majority of bands used for the IEEEE 802.16t air interface protocol will be in the sub 1 GHz frequency range.

**Band Support Requirements**

See [IEEE 802.15-20-0055-04-016t-frequency-band-layout.xls](https://mentor.ieee.org/802.15/dcn/20/15-20-0055-03-016t-frequency-band-layout.xlsx)

* Support operation in paired and unpaired continuous licensed bands available for private networks is required (e.g., AMTS, IVDS, 454 A2G, 700 MHz A-Block, RR 900 MHz, 1.4 GHz).
* Support for partition of continuous licensed bands into multiple channels is required for frequency reuse and link budget/coverage considerations.
* Support operation in Private Land Mobile Radio (PLMR) bands (e.g., RR160 MHz) is required. This includes:
* Support of common PLMR channel bandwidth: 6.25, 12.5, 25 and 50 kHz
* Support special PLMR channel bandwidth: 5, 7.5 and 15 kHz
* Support aggregation of multiple adjacent and non-adjacent PLMR channels to enable higher throughput services.

**Channel BW Range**

From PAR: “The amendment defines operation for channel bandwidths greater than or equal to 5 kHz and less than 100 kHz.”

Operation above 100 kHz is already supported and will not be changed in this amendment.

* The specification will support simultaneous remote operation over one or more aggregated (adjacent or non-adjacent) subchannels of bandwidth as low as 5 kHz.
* The specification will support base station operation over any one or more sub-channel. The base station may support aggregation of multiple subchannels such that the total bandwidth in the sector is at least 100 KHz.

**TDD Frame Configuration**

The standard shall support configurable TDD frame configuration including:

* Configuration of the downlink subframe duration
* The Configuration of the uplink subframe duration
* The duration of the transmit to receive and the receive to transmit gap durations.

The standard shall support a range of TDD frame durations consistent with throughput, latency, frequency utilization and overhead requirements defined in this document.

The standard shall support a range of downlink to uplink subframe duration ratios between 10:1 to 1:10, Subject to frequency utilization an overhead requirement defined in this document.

The gaps duration should support the maximum distance requirement defined document.

**Duplexing Requirements**

The standard will support both TDD and FDD

* TDD will be used in unpaired spectrum and in paired spectrum if allowed by the applicable regulation authority. A highly asymmetrical or reverse asymmetrical DL:UL ratio (e.g., 1:10 to 10:1) should be supported.
* HD-FDD or FDD will be used in paired spectrum if TDD is not allowed. HD-FDD will use the same framing as in TDD.
* Framing requirement for FDD mode: TBD

**Mobility Requirements**

The standard shall support a relative speed of remote to base station of up to 614 mph.

The standard shall support seamless handover between base stations.

**Data transport requirements:**

The standard will support concurrent operation of low, medium and high throughput endpoint devices with the following characteristics:

* Low- throughput end point requirements:
* End user throughput < 1 kb/s. Given the periodicity characteristics, this seems to be a peak throughput, not average.
* End to end latency: in most cases, not time sensitive. One use case requires end to end latency < 100 msec. Other use cases require end to end latency below 1 second or higher.
* # of endpoints per base station: up to 150[[1]](#endnote-1)
* Most use cases in this category are fixed but some are mobile.
* Most use cases in this category are reverse asymmetrical but some are symmetrical, and some are asymmetrical. UL:DL ratio is in the range 90:10 to 10:90.
* Medium- throughput end point requirements:
* 1 kb/s < end user throughput < 10 kb/s
* End to end latency < 60 ms
* End to end jitter < 20 ms
* # of end points per sector < 60
* Fixed and mobile use cases. Some of the use cases, require high speed support.
* UL:DL ratio in the range 90:10 to 30:70
* High- throughput use cases characteristics.
* TBD

Specific use cases are summarized in IEEE [802.15-20-0213r5](https://mentor.ieee.org/802.15/dcn/20/15-20-0213-05-016t-ieee-802-16t-use-cases.xlsx). Figure 1 presents the use cases where all data is available for user throughput vs. latency vs. number of end points per sector. The use case IDs in the scatter plot are the same as the ones used in the use cases document.

**Additional general data transport requirements for operation in narrow channel bandwidths:**

* Frequency utilization: Spectral efficiency should be at <TBD> bits/sec/Hz (user data frequency utilization) under best case SNR - subject to receiver sensitivity requirement.
* Air interface protocol overhead:
  + PHY layer excluding FEC: < 10%
  + MAC overhead: < 10%



Figure - User Throughput vs Latency for use case groups



**Predictable Performance:**

* Licensed band (mandated by the PAR)
* Central scheduling
* QOS

**Range (DL or UL) and Coverage Requirements:**

Long range single hop coverage (e.g., up to 50+ miles cell radius):

Some railroad use cases currently experience signal coverage up to 100 miles .

Unmanned Aviation Use Case has a maximum cell radius of 200+ miles

Receiver sensitivity requirement

TDD frame structure requirements (related to efficiency and time for TDD guard interval?)

**Advanced Antenna Systems:**

Unmanned Aviation use case intends to utilize Beam Steering antennas (would apply aviation spectrum and C-band - 5031-5090 ) Support for Beam Steering is a requirement for the standard.

Practicality depends on operational band. There should be no impact if the feature is not used.

**Coexistence with PLMR channels operating with other standards**

Support of analog voice/data coexistence in low utilization voice channels. Voice will have priority over data. The voice may carried as analog, NXDN, P.25, etc.

**Cyber Security**

High Security is a requirement.

Example requirements coming from

* + IEC-62443, CR 1.2
  + CIP 005-5, R-1.2
  + DO-377 SER-08, SER-16, SER-17

Main features required:

1. FIPS required cryptographic functions
2. Encryption/decryption

|  |  |  |
| --- | --- | --- |
| Algorithm | Mode | Approved key length |
| AES (NIST.FIPS.197) | CBC (NIST.SP.800-38A) | 128, 192, 256 |
|  | CCM (NIST.SP.800-38C) | 128, 192, 256 |
|  | GCM (NIST.SP.800-38D) | 128, 192, 256 |
|  | XTS-AES (NIST.SP.800-38E) | 128, 192, 256 |
|  | CBC with key wrapping (NIST.SP.800-38F) | 128, 192, 256 |
| TDEA (3-DES)  NIST.SP.800-67r2 | CBC (NIST.SP.800-38A) | Disallowed after 2023 |
|  | CBC with key wrapping (NIST.SP.800-38F) | Disallowed after 2023 |

1. Digital signature functions

|  |  |
| --- | --- |
| Algorithm | Mode / key length |
| SHA-2 family (NIST.FIPS.180-4) | SHA224, SHA-256, SHA-384, SHA-512, SHA-512/224 and SHA-512/256 |
| SHA-3 family (NIST.FIPS.202) | SHA3-224, SHA3-256, SHA3-384, and SHA3-512 |
| RSA | Key length: 2048 or higher |

1. Message authentication functions

|  |  |
| --- | --- |
| Algorithm | Mode / key length |
| HMAC | 112 bits or higher |
| CMAC – 3DES | Disallowed after 2023 |
| CMAC – AES |  |
| GMAC – AES |  |
| KMAK | 112 bits or higher |

1. The number of endpoints per base station depends on the base station coverage which may be increased to reduce infrastructure cost. [↑](#endnote-ref-1)