3GPP TSG-RAN WG2 Meeting #121bis-e R2-23xxxxx

e-Meeting, 17th April – 26th April 2023

**Agenda item: 8.8.3**

**Source: Intel**

**Title: Report from [Post121][314][UAV] Flight path reporting**

**WID: NR\_UAV-Core**

**Document for: Discussion and Decision**

# 1 Introduction

This is to discuss the following:

* [POST121][314][UAV] Flight path reporting (Intel)

Scope: Discuss the flight path reporting related details such as: the trigger for reporting the flight path information in UAI, whether there is a need to differentiate initial and updated flight path plan, flight path report signalling in HO preparation and in CN to RAN signalling, the maximum number of waypoints, etc.

Intended outcome: set of agreeable proposals

Deadline: Long (TBD: tentative April 5)

**Agreements so far related to flightpath reporting:**

*Meeting 119e:*

3 As in LTE, flight path plan reporting will be introduced. Location list of waypoints (3D location information) and timestamp is adopted as the basic content of flight path report. FFS if timestamp is mandatory or optional for NR. FFS if further enhancements are needed

*Meeting 120:*

Agreements:

1. A waypoint is a planned location for the UE along the flight path and is described via the existing parameter type LocationCoordinates defined in TS 37.355.
2. A timestamp provides the UTC time associated with estimated time of arrival to a waypoint as baseline. FFS on granularity
3. No requirements are placed on spatial distribution of waypoints
4. A UE indicates whether flight plan information is available within the RRCReconfigurationComplete, RRCReestablishmentComplete, RRCResumeComplete, or RRCSetupComplete message. Flight path reporting uses at the UE Information request/response procedure as baseline.
5. UE indicates to the network a new flight path is available in the UE (whether it is initial or update). Then, reuse the normal request/response procedure of flight path report.
6. UAI message can also be used to indicate the UE has flight path availability.
7. FFS whether and what triggering conditions are specified for flight update. FFS The maximum number of waypoints within flight path plan is left FFS.

*Meeting 121:*

**Agreements**:

1. The granularity of flightpath timestamp is 1s.
2. Timestamp in flightpath is encoded using AbsoluteTimeInfo-r16 IE

# 2 Discussion

## 2.1 Flight path triggering

During meeting #120, flightpath update indication is agreed via UAI message. This section is to discuss how the UE triggers this indication (if any). From companies’ contributions, there are few options proposed to trigger flightpath update indication as summarized below. There are also concerns about having too many triggering from the UAV if no trigger condition is defined and the network may not care the updated flightpath. Therefore, summary of proposed options is provided below. Please indicate your preference, as well as all acceptable options.

* Option 1: Network configures one or more threshold(s). FFS on the kind of threshold(s) (e.g. time, distance, number of waypoints) that triggers the flightpath update indication in UAI. [2,5,14,15,19]
* Option 2: Prohibit timer applies to flightpath update indication [6]
* Option 3: Any change compared to last reported flightpath (i.e. as long as it is difference from last reported flightpath) will trigger flight path update indication in UAI [13]
* Option 4: Up to UE implementation to trigger [6,8,18]

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| **Question 1: Which of the option(s) to trigger flightpath update indication in UAI is/are your preference/ acceptable?**   * **Option 1: Network configures one or more threshold(s). FFS on the kind of threshold(s) (e.g. time, distance, number of waypoints) that triggers the flightpath update indication in UAI. [2,5,14,15,19,11]** * **Option 2: Prohibit timer applies to flightpath update indication [6]** * **Option 3: Any change compared to last reported flightpath (i.e. as long as it is difference from last reported flightpath) will trigger flight path update indication in UAI [13]** * **Option 4: Up to UE implementation to trigger [6,8,18]** | | |
| **Company** | **All acceptable options** | **Comments** |
| Ericsson | Option-1 | Network can configure the change in terms of a threshold. FFS if absolute or relative. For example, provide an absolute number of changed waypoints or a difference (relative) in the number of changed waypoints as the trigger.  Option-3 at least from the description looks like it is up to UE to decide and can be merged with UE implementation i.e., Option-4.  In our view network should be in control on any signaling of flightpath from UE to network as only network can know whether it has any use for the flight path information or not. |
| CATT | Option-4 | The motivation to introduce limitation should be clarified firstly. From the current understanding, there may be two aspects: uplink signalling load and malicious attack. If the intention is to limit the uplink signalling load, it is not convinced since there is no any limitation had been introduced to limit UAI message before. If the intention is to avoid malicious attack, this issue should be handled by CN instead of AS solution in the current 5G system. To step back, the UAI message in 5.7.4 of 38.331 is already under the control of gNB (Before the UAI message, the *RRCReconfiguration* can be used to achieve this point). |
| ZTE | Option 2 and option 4 | From network point of view, we need a mechanism to prevent frequent flight path update indication. We believe prohibit timer can prevent UAV UE from doing this.  On option 1, we think it is difficulty for network to determine what kind of update is necessary and what is not. E.g. it is hard to say 3 waypoints change is more significant than 1 waypoint change (it depends on the actual flight path). So we prefer to leave to UE implementation. With the help of prohibit timer, we believe UE vendor will be careful on the update indication. |
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Summary: TBD

## 2.2 Flight path available indication (configuration, initial and updated)

Some companies discuss whether flightpath update indication should be configured by the network before UE can send the indication in UAI. Please provide your view below:

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| **Question 2: Do you prefer flightpath update indication in UAI is configurable by the network?**   * **Option 1: configurable by the network** * **Option 2: not configurable [8]** | | |
| **Company** | **Answer** | **Comments** |
| Ericsson | Option-1 |  |
| CATT | Option 1 | If we are on the same page of the wording “configurable” in the question, since the legacy UE Assistance Information procedure is under control of gNB(See 5.7.4.2 in 38.331 h30 version). Option 2 seems to change the legacy UAI procedure which the motivation is not clear to us right now. |
| ZTE | Option 1 | Network should be able to determine whether an UAV UE is allowed to indicate flight path update, as the legacy UAI mechanism. |
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Summary: TBD

How is the “flightpath update indication” implemented via the *UEAssistanceInformation* message? Summary of companies’ proposals is provided below. Please indicate all acceptable options:

* Option 1: Single indication is used for both initial and updated flightpath available (i.e. same flag is used for initial and updated flight path indication) [5,8]
* Option 2: Different indications are used to provide initial or future reporting of the flightpath information, (i.e.one flag is used for initial, and one flag is used to indicate the flightpath update available indication)
* Option 3: Different indications are used to report when flight path info is available and the reason that cause the reporting, i.e. one flag for flight path available, one flag for update cause (e.g. initial, available of new flightpath) [15]
* Option 4: UE can also report when flightpath is unavailable. FFS if this is done via same or different IE as the flight path related information discussed in previous options [7]

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| **Question 3: How is the “flightpath update indication” implemented via the *UEAssistanceInformation* message?**   * **Option 1: Single indication is used for both initial and updated flightpath available (i.e. same flag is used for initial and updated flight path indication) [5,8]** * **Option 2: Different indications are used to provide initial or future reporting of the flightpath information, (i.e.one flag is used for initial, and one flag is used to indicate the flightpath update available indication)** * **Option 3: Different indications are used to report when flight path info is available and the reason that cause the reporting, i.e. one flag for flight path available, one flag for update cause (e.g. initial, available of new flightpath) [15, 11]** * **Option 4: UE can also report when flightpath is unavailable. FFS if this is done via same or different IE as the flight path related information discussed in previous options [7]** | | |
| **Company** | **Preference/ acceptable options** | **Comments** |
| Ericsson | Option-3 | There is an opportunity to improve the LTE design by providing the network with more information.  The update need not be limited to initial/availability of a new fight path. Information on the validity of previously reported waypoints should also be considered i.e., either invalid or still valid and updated.  For Option-4, if no update is available, the UE need not report. It is redundant to send a report with something being unavailable. |
| CATT | Option1 | Since the report is from UE to gNB, and the gNB implement is not captured in the spec, it is doubt that the necessary to distinguish the initial and updated flightpath available. |
| ZTE | Option 1 | First of all, we think these options are related to the answer to question 5 (whether delta flightpath reporting is supported). If delta reporting is not supported, there is no need to have separate flags for initial and update, because the NW anyway will retrieve a complete flight path and replace previous one.  Further, It is hard for network to determine whether an update is necessary only according to an simple indicator. And it may be difficult to define “initial flightpath” and “updated flightpath”. without a clear definition, an UAV UE implementation may always indicate “initial flightpath” to network. Thus it is useless to have different indications in UAI. |
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Summary: TBD

Regarding maximum number of waypoints that can be reported by the UAV, in LTE, maximum number is 20. Some companies suggested to make this number configurable by the network. Other companies indicate that there may be some need to extend the maximum number of waypoints if flightpath information is forward to target gNB during handover. Please indicate all acceptable options.

* Option 1: maximum number of waypoints is configurable by network [7,15]
* Option 2: maximum number of waypoints is set to 20 same as in LTE [4,6,17,18]
* Option 3: suggest a different maximum number of waypoints

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| **Question 4: What is the maximum number of waypoints should flight path reporting support?**   * **Option 1: maximum number of waypoints is configurable by network [7,15]** * **Option 2: maximum number of waypoints is set to 20 same as in LTE [4,6,17,18]** * **Option 3: suggest a different maximum number of waypoints (please specify)** | | |
| **Company** | **Preference/ acceptable options** | **Comments** |
| Ericsson | Option-1/2 | A maximum value should be captured in the RRC specification. The network, however, can configure how many at most can be reported by the UE. LTE maximum 20 can be taken as baseline. |
| CATT | Option2 | The maximum number of waypoints depends on the need for NR UAV. Since the performance requirement (e.g. accuracy) for NR UAV is the same as LTE UAV. It is nature to follow the LTE in the current release. |
| ZTE | Option 2 | We prefer follow LTE. |
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Summary: TBD

## 2.3 Delta support of flight path reporting

In [2,7,15,29,20], it is proposed to support delta flightpath reporting. The main argument is that there is no need to report the entire flightpath if only part of it has changed. On the other hand, other papers [5,8] propose not to support delta flight path reporting. The argument is when flightpath changes, it most likely changes the entire path. For example, UAV starts the flight path at a later time. Please indicate your preference and supporting comments below:

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| **Question 5: Do you support delta flightpath reporting?** | | |
| **Company** | **Support/ not support** | **Comments** |
| Ericsson | Support | There is an opportunity to improve the LTE design by providing the network with more relevant information for e.g., UE only reports new information.  The update need not be limited to initial/availability of a new fight path. Information on the validity of previously reported waypoints would be important. |
| CATT | Not support | Share the same view as rapp. The requirement to save uplink reporting load for NR UAV is not convinced to us right now. |
| ZTE | Not support | We agree that when flight path changes, it is most likely the whole path is changed. Thus it is unnecessary to introduce such complexity in flight path update reporting. And currently, there is no delta reporting mechanism in uplink reporting in NR. |
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Summary: TBD

## 2.4 Flightpath information forwarding during handover

There are also some discussions regarding if flightpath information should be forwarded from source gNB to target gNB. Papers [17,20] suggest the support of flightpath information forwarding so network can perform mobility optimization for UAV as well as interference control. In addition, contribution [20] proposes to support UAV UE connected to 5GC (current LTE only supports UAV UE connected to EPC) to indicate *flightPathInfoAvailable.* There are 2 following proposals, please indicate your supporting proposal below:

* P1: flightpath information should be forwarded from source gNB to target gNB during handover.
* P2: *flightPathInfoAvailable* is added for UAV UE connected to 5GC (this change is in LTE)

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| **Question 6: Which of the following proposal(s) do you support?**   * **P1: flightpath information should be forwarded from source gNB to target gNB during handover.** * **P2: *flightPathInfoAvailable* is added for UAV UE connected to 5GC (this change is in LTE)** | | |
| **Company** | **Supporting proposal(s)** | **Comments** |
| Ericsson | Supportive | Should check with RAN3 on feasibility. |
| CATT | See comments | From technical point of view, both proposals are reasonable and acceptable. But there is no RAN2 spec impacts from our points of view till now (e.g., for P1 in RAN3 and P2 in SA). |
| ZTE | P1: support  P2: see comments | On P1: The traffic and delay used for reporting flightpath in target cell can be saved.  On P2: We may need to firstly clarify whether LTE/5GC is within the scope of UAV WID? If yes, we also agree with P2. |
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Summary: TBD

## 2.5 Other proposals

Please indicate if you have any other proposals related to flightpath update but not addressed in above questions.

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| **Company** | **Answer** |
| Ericsson | Additionally, in our view [11], some other critical information related to the flight path can also be reported, either in the flight path report or in a separate UE report. For example, we believe that information about default/emergency landing spots is important. Therefore, we propose RAN2 to discuss such enhancements |
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# 3 Conclusion

TBD

# References

1. RP-223545 Revised WID: NR Support for UAV (Uncrewed Aerial Vehicles) 3GPP TSG RAN Meeting #98e Electronic Meeting, Dec 12 - 16, 2022
2. R2-2301387 “Discussion on flight path reporting”, Samsung
3. R2-2301676 “Discussion on flight path reporting for NR UAV”, vivo
4. R2-2300992 “Flight path reporting”, Huawei, HiSilicon
5. R2-2300368 “Flight path update triggering for UAV”, Intel Corporation
6. R2-2301221 “On flight path reporting”, ZTE Corporation, Sanechips
7. R2-2301398 “Discussion on flight path reporting for NR UAV”, Xiaomi
8. R2-2300747 “Flight path reporting in UAV”, Apple
9. R2-2300480 “On Flight Path Plan (FPP) and Height-dependent Configurations”, Nokia, Nokia Shanghai Bell
10. R2-2300853 “Discussion on Flight Path Reporting”, NEC Europe Ltd
11. R2-2300905 “Flight path reporting”, Ericsson
12. R2-2300942 “Discussion on flight path reporting for NR UAV”, Sharp
13. R2-2300973 “Remaining issues of flight path reporting for NR UAV”, Lenovo
14. R2-2301228 “Flight path Reporting for NR UAV”, CMCC
15. R2-2301367 “Flight path notification and reporting for UAV”, InterDigital
16. R2-2301676 “Discussion on flight path reporting for NR UAV”, vivo
17. R2-2301810 “Discussion on flight path reporting for NR UAV”, China Telecom
18. R2-2301876 “Leftover Issues on Flight Path Reporting”, CATT
19. R2-2301883 “Consideration on flight path reporting of NR support for UAV”, DENSO CORPORATION
20. R2-2300584 “Flight path reporting enhancements”, Qualcomm