BOISE STATE UNIVERSITY
COLLEGE OF ENGINEERING

60-GHz Millimeter-Wave Pathloss Measurements in Boise Airport

Mahfuza Khatun†, Hani Mehrpouyan†, David Matolak‡

†Department of ECE, Boise State University ‡Department of Electrical Engineering, University of South Carolina email: mahfuzakhatun@u.boisestate.edu, hani.mehr@ieee.org, matolak@cec.sc.edu

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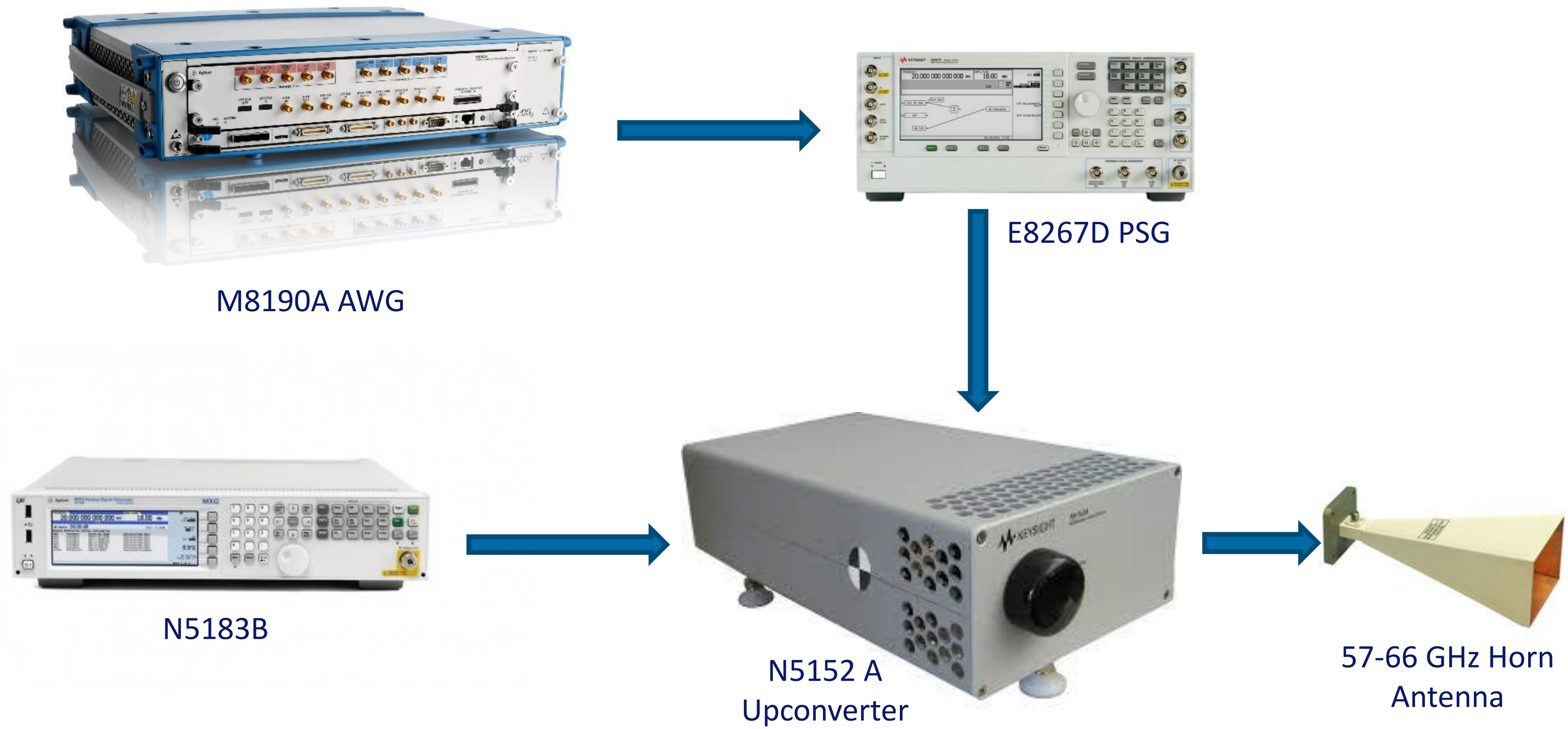
Hardware Setup for Channel Measurement (Tx Side)



Hardware Setup for Channel Measurement (Rx Side)

DSA V084 A

N5183B

N1999 A
Downconverter

57-66 GHz Horn
Antenna

Hardware Specifications

Table I: CHANNEL MEASUREMENTS HARDWARE SPECIFICATION AT 60 GHZ CAMPAIGN

60 GHz campaign	
Carrier frequency	60 GHz
Modulation scheme	BPSK
Bandwidth	1.3 GHz
Tx and Rx antenna gain	25 dB
Tx and Rx antenna 3dB beamwidth in E-plane	7.92°
Tx and Rx antenna 3dB beamwidth in H-plane	9.65°
Max. Tx power	-5 dBm

Measurement Environment

- The measurement campaigns were conducted at Boise Airport & Boise State University
    - Airport gate areas
    - Airport baggage claim areas
    - Hallway of Engineering building
    - Outdoor of the Engineering building

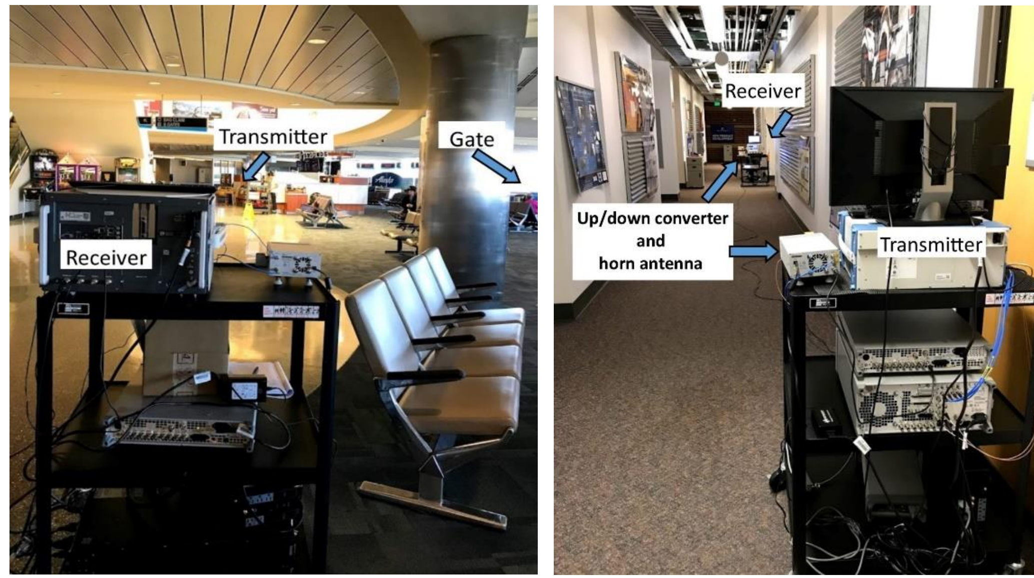


Fig. 2: 60 GHz channel measurement conducted in airport gate (left) and hallway (right)

Large-scale Fading Model

Close-in reference path loss model

$$PL(d) = PL(d_o) + 10\, n\, log_{10}\,(\frac{d}{d_o}) \;+\; \chi_\sigma$$

$PL(d_o)$ = free space path loss at 60 GHz
n = path loss exponent, how fast the path loss increases with the separation
χ_σ = log-normal random variable with 0 mean and standard variation σ

Floating- Intercept path loss model

$$PL(d) = \alpha + 10\beta log_{10}\,(d) \;+\; \chi_\sigma$$

$\alpha =$ floating intercept in dB
β = linear slope
χ_σ = log-normal random variable with 0 mean and standard variation σ

Two Approaches

- ❑ Gradient- descent fit (GDM)
- ❑ Least-square fit (FIM)

Path Loss Results

- The blue triangle represents the LOS measurement data
- The path loss exponent and shadow factor are determined using three models: CIM, FIM and GDM

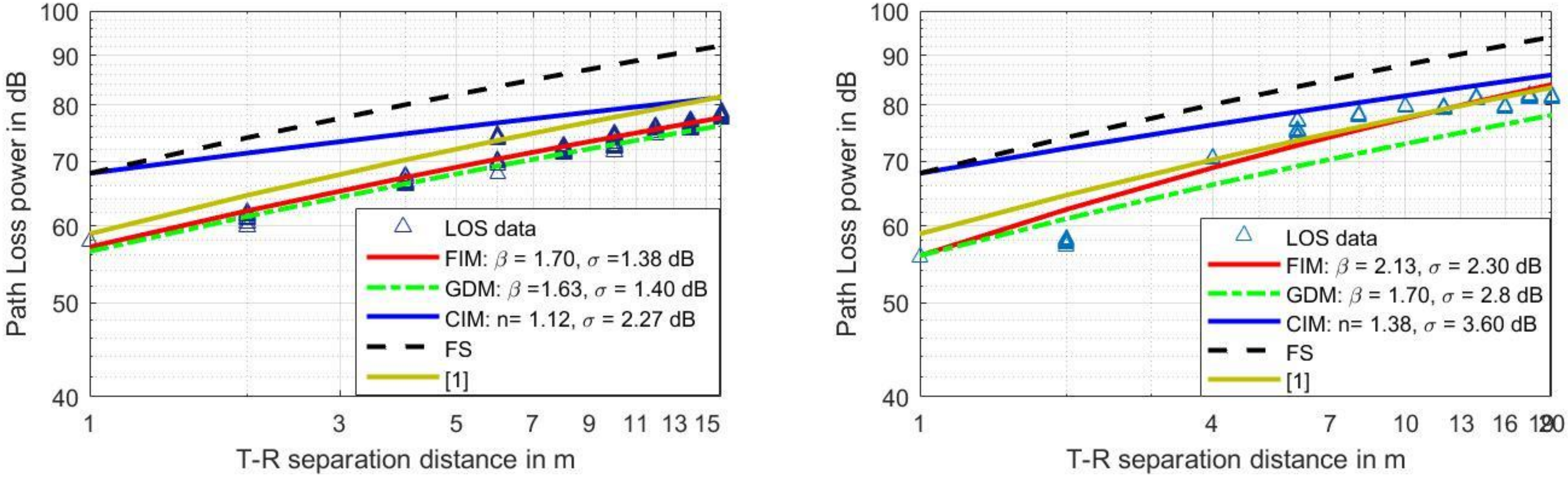


Fig. 3: FIM, GDM and CIM along with the measurement data taken from the airport baggage (left) and gate (right) area at 60 GHz

Result and Analysis

- ❑ Measurement campaign at 60 GHz at Boise State University
- ❑ Two Indoor measurements
- ❑ One outdoor campaign measurement

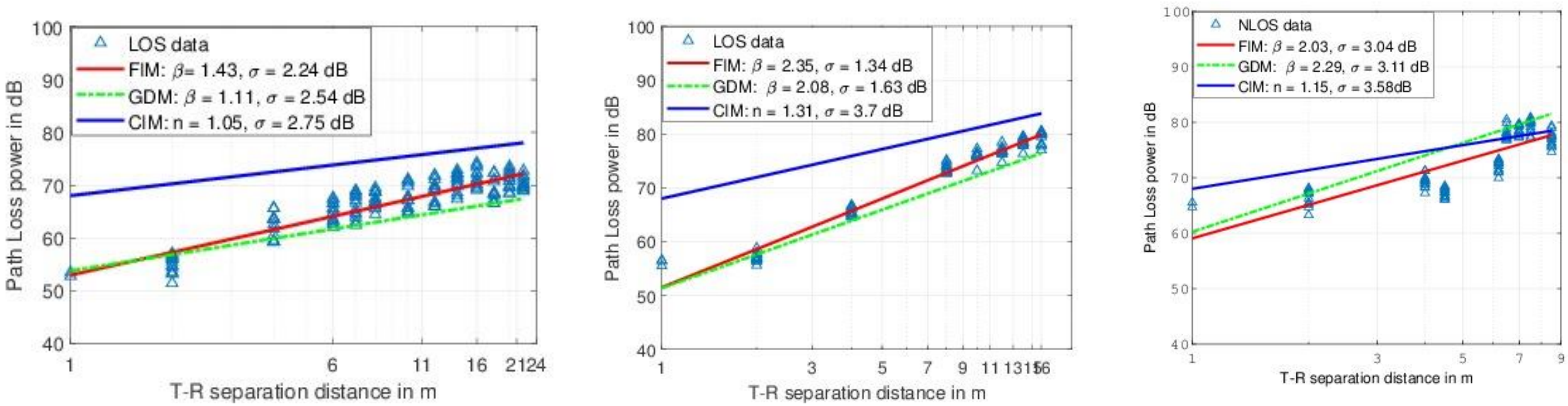


Fig. 3: FIM, GDM and CIM along with the measurement data taken from the indoor of LOS link (left), outdoor of LOS link (middle) and indoor NLOS link (right) at 60 GHz

Result and Analysis

Table I : PARAMETERS OF THE CLOSE-IN REFERENCE MODEL (CIM), FLOATING INTERCEPT MODEL (FIM) AND GRADIENT DESCENT FIT MODEL (GDM) FOR AIRPORT AND UNIVERSITY ENVIRONMENTS

Directional Path Loss Models									
Environments	Scenarios	CIM		FIM			GDM		
		n	σ, dB	α, dB	β	σ,dB	α	β	σ,dB
Airport gate area	LOS	1.38	3.6	56	2.13	2.30	56	1.7	2.8
Airport baggage area	LOS	1.12	2.27	57	1.70	1.38	56.78	1.63	1.4
indoor	LOS	1.05	2.75	53	1.43	2.24	53.78	1.11	2.54
outdoor	LOS	1.31	3.7	51.5	2.35	1.34	51.37	2.08	1.63
indoor	NLOS	1.15	3.58	59.086	2.03	3.04	60.25	2.29	3.11

Conclusion & Future Work

- Gradient-Descent regression fit is used, and comparable results are found with the least-square fit line
- CIM provides more waveguiding effects than the FI model
  - Single parameter model
  - Physical basis model
- Multipath effects can be experimented in the airport environments.
- The campaigns can be extended to the MIMO (Multiple-input Multiple-Output) systems
- Wideband channel measurements

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Thank You