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Additional Information

UAV Mobility Model for Dynamic UAV-to-Car Communications in 3D Environments

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Abstract

In scenarios where there is a lack of reliable infrastructures to support car-to-car communications, Unmanned Aerial Vehicles (UAVs) can be deployed as mobile infrastructures. However, the UAVs should be deployed at adequate heights to maintain the coverage throughout time as the irregularities of the terrain may have a significant impact on the radio signals sent to distribute information. So, flight altitude should be constantly adjusted in order to avoid hilly or mountainous terrains that might hinder the Line-of-Sight (LOS). In this paper we propose a three-dimensional mobility model to define the movement of the UAVs so as to maintain good coverage levels in terms of communications with moving ground vehicles by taking into account the elevation information of the Earth's surface and the signal power towards the different vehicles. The results showed that our proposed model is able to extend the times with connectivity between the UAV and the cars compared to a simpler two-dimensional model, which never considers the altitude, and a static model, which maintains the UAV position from the beginning to the end of the experiment.

Keywords: UAV; Simulation; Mobility; Vehicular Communications.

1. Introduction

Due to their flexibility in terms of deployment to create a networked environment, UAVs can be used as instant communication relays, especially in the case of emergency situations. Since UAVs can fly at high altitudes, they can

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5 have a better Line-of-Sight (LOS) than communication nodes on the ground, such as fixed infrastructures [1]. This, in turn, allows the UAVs to offer more advantages as data relays and, thanks to their mobile capabilities, UAVs can be deployed as mobile infrastructure elements to provide service to vehicles. In the scope of Intelligent Transport Systems (ITS), some of the use cases where UAVs
10 can be deployed include remote sensing [2] and disaster assistance operations [3], among others.

Within the vehicular communications scenario, there can be some cases where direct multi-hop car-to-car communications are not reliable at ground level. To tackle this problem, a possible solution is to deploy the UAVs to
15 forward the information related to car-to-car communications, acting as information relays [4]. Thanks to the flexible movements in the three-dimensional space, UAVs can follow certain trajectories or routes with complete freedom, which contrasts with vehicles on the ground, which typically have to move within road boundaries. Having the ability to explore space while respecting maximum
20 altitude values, a UAV may move freely and avoid obstacles that can cause Non Line-of-Sight (NLOS) conditions, e.g mountains, high buildings. etc. Compared to the fixed infrastructures on the ground that support car-to-car communications, UAVs are mobile. Hence, UAVs can work as mobile Road Side Units (RSUs) [5].

25 By making use of their freedom to explore the three-dimensional space, UAVs can adjust their position in a dynamic manner if they want to offer the best signal coverage to ground vehicles. To determine their path or trajectory, UAVs we can make use of different mobility models, which can be tested either in real testbeds or simulation [6]. There are mobility models intended specifically for
30 UAVs which are mostly mission-based mobility patterns [7]. However, if we aim at using UAVs to relay information from the moving nodes on the ground, the movement should be determined by taking into account the dynamic position of ground nodes.

This paper extends the results of our previous work presented in [8], where
35 we propose a mobility model specifically for UAV movements with the aim of providing reliable communications to ground vehicles in the scope of car-to-car communications by relaying information from one car to another. The movement of the UAV must aim at maintaining the connection between the cars on the ground throughout time. Hence, the UAVs' movement is determined by
40 their next position, in which depends on the position of the cars on the ground, which in turn is also varying throughout time. The parameter to optimize in this case is the signal power on each of the links between the UAV and the different ground vehicles. This is related to the quality of the signal received by the cars when the UAV is acting as transmitter. The quality of the signal
45 is thus defined by a path loss model developed in our previous work [9]. The aforementioned model is determined by the elevation condition or height of the terrain in three-dimensional environments, where communication obstacles can derive from terrains having higher elevation compared to the position of transmitter and receiver. Hence, the proposed mobility model also accounts for
50 the flight height of the drone. This way, the UAV has to move according to

adequate heights to avoid crashing and, more important, by making sure the link towards each car remains stable, and not blocked by hills or mountains. Extending the previous work with the same scenario, the proposed model can determine the mobility of the UAV by not only adjusting its position relative to the real position of the cars on the ground in terms of latitude and longitude, but also to find its ideal position in terms of height by making use of its greater freedom to explore the three-dimension space.

The remainder of this paper is organized by first presenting some related research works in Section 2. Our proposed mobility model that is impacted by the path loss model will be discussed in Section 3, along with the problem formulation. The implementation of the mobility model in simulation will be explained in Section 4, along with how the scenario is defined, and how to setup the simulation. The results from the simulation will be presented and discussed in Section 5. Finally, the paper’s conclusion and future works will be presented in Section 6.

2. Related Works

Several research efforts have been conducted by linking the UAVs and cars in simulation. The works by Jia et al. [10] investigate the case where UAVs are deployed as flying base stations to improve connectivity to the cars in disaster affected areas. Vehicle-to-drone communications were also studied in terms of delay by Seliem et al. [11]. In an effort of combining the UAVs and cars in a networked environment, Shilin et al. [12], conducted a study on how the UAVs can act as information relays for disconnected groups of cars.

Related to UAV-to-car communication simulations, we have previously worked on the optimal placement of the UAV to support car-to-car communications on the ground [13, 14]. The placement method aims to find the best position of the UAV that can maintain the connectivity towards the cars on the ground using optimization algorithms. The placement technique attempts to dynamically find the best position of the UAV at every second accounting for the movements of the cars on the ground. However, the approach remains theoretical, and cannot be used as the basis for a UAV mobility model since it has to have full knowledge of the area before deployment. Hence, it cannot be used in any type of unknown environments.

To determine the movement of a node that experiences both location and velocity changes, a mobility model can be proposed [15]. For instance, the random mobility model can be used for determining the movement of a UAV by randomly exploring the area, e.g. Random Waypoint Mobility (RWM) model [16]. The movement can also be defined based on time, through the time-dependent mobility model in which the movement is defined by the previous speed and direction. An example is the Gauss-Markov mobility model [17]. Another movement pattern relies on predefining the selected path scheme. In this case the mobility is planned beforehand. An example that follows this approach is the Paparazzi Mobility Model [18], in which the node using this model travels according to a specific pattern.

95 Besides the general mobility models for ad-hoc networks, several research efforts have been conducted to propose mobility models specifically for UAVs. Kuiper et al. [19] proposed a UAV model for reconnaissance scenarios. Wang et al. [20], proposed a model that considered the UAV movement based on a semi-random circular movement, which is an enhanced model compared to 100 the Random Waypoint. The work by Sanchez-Garcia et al. [21] emphasizes on the mobility model for UAVs in disaster events. With the proposed model, UAVs can offer a maximum coverage to the people on the ground while still maintaining the connectivity with other UAVs in the air.

In contrast to general mobility models mentioned, which mostly focus on 105 2D movements, the mobility models used for UAVs can also target the three-dimensional space. One of the existing mobility models is the 3D Gauss-Markov Mobility model [22], where the authors modified the Gauss-Markov mobility model so as to explore the 3D space. Other works include the improved 3D Gauss-Markov model for dynamic and uncertain environments [23], namely 3D- 110 DUMM. On the other hand, the author in [24] improved the random mobility model specifically for three dimensional scenarios, where the model is depended on the z axis direction (vertical movement).

Something missing from the existing works presented above is a mobility model that specifically addresses the UAV movement to support car-to-car 115 communications in a three-dimensional environment. Hence, our contribution in this paper is how to determine the best mobility pattern for a UAV so as to dynamically find the best position to support UAV-to-car communications. The position should optimally conform the best link towards the cars on the ground that remain moving at all times. Hence, the UAV mobility pattern should be 120 constantly and timely adjusted with respect to the mobility of the cars on the ground. Our mobility model considers the three-dimensional space, meaning that the mobility will not only define the movement to variations in terms of latitude and longitude, but also vertically in terms of altitude. The performance of the mobility model is assessed using a realistic path loss model, which 125 considers the signal propagation effects in the presence of irregular terrains.

3. Optimum UAV Mobility

3.1. Problem Formulation

Our proposed mobility model is intended for a case study in which a rural 130 area has irregular terrains that makes up mountains and hills. Hence, the roads can have different elevation levels. This, in turn, causes the links between the cars on the ground to suffer from Non Line-of-Sight (NLOS) conditions. Also, one of our assumptions is that infrastructures are quite limited since the location is quite remote. Hence, car-to-car communications cannot be supported by any existing information relay in the area.

135 In our proposal, the cars can have a UAV acting as a mobile relay to enhance the connectivity between the cars. The UAV can forward the information from one car to another, working as a mobile infrastructure. The cars are following

specific routes, and hence the UAV should adapt its position by considering the mobility of the cars along their routes.

140 In order to adapt its position, the UAV has to take into account the signal quality received by the cars on the ground. The UAV should be moving towards a new position where it can still offer adequate signal levels towards the cars at the time the cars are moving. The signal quality is calculated with respect to NLOS conditions from the transmitter to the receiver caused by the irregular
 145 terrains, such as hills or mountains, that can hinder the transmitted signal from the UAV to the cars. Hence, to adapt its position (as the environment is three-dimensional), the UAV should care about the height when flying, and also account for the elevation level associated to ground vehicle positions.

To calculate the value of the RSSI (Received Signal Strength Indicator),
 150 which is the main parameter affecting the mobility model, we use a specific path loss model. The path loss model is based on our previous work [9]. In particular, the RSSI is obtained by calculating the transmitted signal that is affected by the terrain height that might be the obstacles. The height of the terrain is determined by the elevation information retrieved from the Digital Elevation
 155 Model (DEM). With the DEM it can be determined whether the terrain is high enough so as to become an obstacle to the transmitted signal. If that is the case, then there is an NLOS condition between the nodes. The obstacle that creates an NLOS condition is treated as knife edge, as shown in Figure 1. The loss is calculated as multiple knife edge diffraction that is included as a factor
 160 in the Bullington model [25], which is the base of our path loss model.

To calculate the height of the knife, the position of the UAV and the position of the cars towards the elevation level of the terrain should be taken into account. A knife is spotted when the LOS line between the sender and the receiver is lower than the elevation of the terrain. The signal attenuation is obtained by defining
 165 the diffraction from the Fresnel-Kirchoff diffraction [26], which is included in the developed model we have mentioned above.

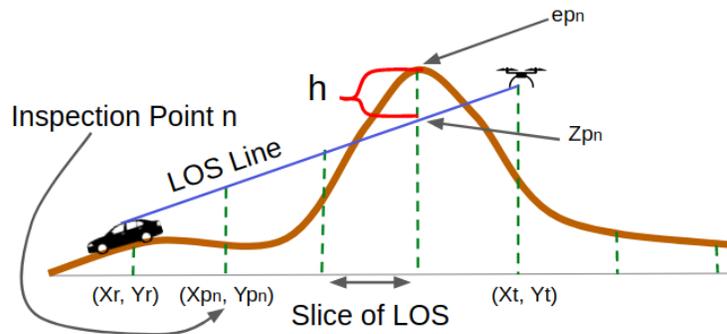


Figure 1: Detecting hills as obstacles to communication [9].

3.2. Proposed Mobility Model

The proposed mobility model is mostly based on following the ground nodes. The UAV will be attracted by the node, or car in this case, from which it receives the weakest RSSI. The main goal is to maintain the connectivity from the UAV towards the cars on the ground so as to guarantee a successful delivery of packets. Hence, when the UAV realizes that the RSSI towards a specific car must be improved, it starts moving towards it.

Our proposed mobility model can be represented as Algorithm 1. Firstly, the RSSI received by each car ($RSSI_1, RSSI_2, RSSI_3, ..RSSI_n$) must be obtained. Following that, those values that belong to each specific cars are compared with each other. The lowest value should be pointed out, along with the car which is associated to it ($RSSI_{min}$). Once that car is identified, its location should be retrieved (Pos_{min}). With this information, the UAV movement is determined and has the current location of the car as the target direction for moving. The new position is changed into Pos_{i+1} , determined as $(Lat_{i+1}, Lon_{i+1}, Alt_{i+1})$. A new calculation is made after one second. At this point the UAV will recalculate whether it should continue moving towards the same car, or switch to another car experiencing a lower RSSI value. For the implementation of the model, the Lat and Lon coordinates, in this case, should be translated from GPS coordinates, which uses degrees, into scenario Coordinates, which use meters. This way, the Lat , Lon , and Alt values can have the same measurement unit.

Algorithm 1 3D Mobility Model Algorithm

Input:

Initial UAV Position, $Pos_i (Lat_i, Lon_i, Alt_i)$.
RSSI of cars ($RSSI_1, RSSI_2, RSSI_3, ..RSSI_n$).

Output:

Position of the Car with the lowest RSSI (Pos_{min}).
Next UAV Position ($Lat_{i+1}, Lon_{i+1}, Alt_{i+1}$).
1: $RSSI_{min} = \min(RSSI_1, RSSI_2, RSSI_3, ..RSSI_n)$
2: $Pos_{min} = Lat_{min}, Lon_{min}, Alt_{min}$
3: $dist = \sqrt{((Lat_{min} - Lat_i)^2) + ((Lon_{min} - Lon_i)^2) + ((Alt_{min} - Alt_i)^2)}$
4: $PercentageTraveled = updateInterval / (dist / speed)$
5: $Lat_{i+1} = Lat_i \cdot (1 - PercentageTraveled) + Lat_{min} \cdot PercentageTraveled$
6: $Lon_{i+1} = Lon_i \cdot (1 - PercentageTraveled) + Lon_{min} \cdot PercentageTraveled$
7: $Alt_{i+1} = Alt_i \cdot (1 - PercentageTraveled) + Alt_{min} \cdot PercentageTraveled$

4. Simulation Setup and Scenario

4.1. Implementation of the Mobility Model in Simulation

In order to test the mobility model in simulation, we have extended the existing simulation tools by developing a new extension module. The simulation tools used in our work are OMNeT++[27], which is a network simulator, SUMO

[28] for simulating the movements of cars, and Veins [29] to simulate a more realistic vehicular communications environment. The UAV mobility is determined by the RSSI. In this case, the UAV would move towards the car receiving the lowest RSSI value. To obtain the RSSI, a combination of the simulation tools is executed.

Although the cars' movements are determined by the SUMO tool and impact the UAV's mobility, the UAV movement is, on the other hand, directly computed in OMNeT++. The RSSI or the signal strength is affected by the elevation obtained from the Digital Elevation Model (DEM). This is due to the fact that the signal transmitted must take into account the presence of hills in addition to the altitude of the transmitter and the receiver. The simulator can then determine if there is a signal blockage that can cause a knife edge effect. The knife edge effect can be spotted by calculating from the path loss model according to [9].

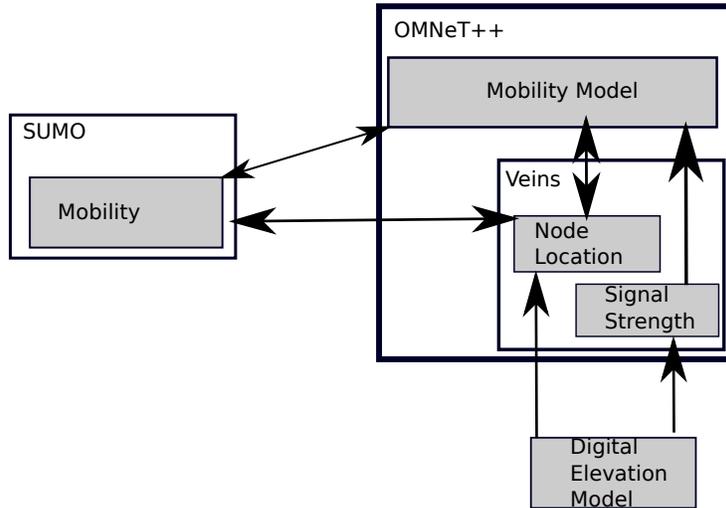


Figure 2: Mobility Model Configuration in Veins [8].

4.2. Simulation Setup and Scenario

A scenario is defined for the simulation in order to test the proposed mobility model. In this scenario, the location chosen was Pont de Suert, Spain. The location is adequate for our evaluation since it is a rural area with lots of hills, hence becoming an ideal place to test our model by introducing NLOS conditions due to the irregular terrain levels in that area. In order to have a more realistic simulation scenario, we have imported the map from Open Street Map (OSM) [30]. The actual layout of the roads is outlined in this map. In addition, we also imported the Shuttle Radar Topography Mission Digital Elevation Model (SRTM DEM) [31] to add information about the terrain heights.

Table 1: Simulation parameters.

Parameter	Value
Transmission Power	200 mW
Antenna	5 dBi
Packet Size	1.4 kB
Message Type	BSM
MAx. UAV Speed	72 km/h
Packet Sending Rate	10 Hz

In order to achieve compatibility with OMNeT++, the map imported from OSM that contains the information in GPS coordinates is translated into Cartesian coordinates, having an area of 5000×5000 meters. Three cars are deployed in the scenario, in which each has its predefined route crossing each other at some point, as we can see in Figure 3. The scenario is centered at the intersection of three roads where the cars are located. The location of each car is recorded throughout time as the cars are moving. These locations are used to determine the mobility model, so that it gets the maximum coverage while maintaining the connectivity towards the cars on the ground in this scenario. The cars' movements are generated by the SUMO traffic simulator. The scenario is limited to a duration of 280 seconds, since the cars reach the boundaries of the downloaded map at the end of the simulation time.



Figure 3: Trajectories for ground vehicles in our experiments [8].

In the simulation, the UAV generates UDP packets that are transmitted in a broadcast manner as Basic Safety Messages (BSM) at a rate of 10 packets per second. The communication between the cars and the UAV are in ad-hoc mode

with the IEEE 802.11p technology. In more detail, the parameters considered for simulation are listed in Table 1.

To evaluate the performance of our model in the simulation, and to prove that it offers a better mobility pattern, we have compared the three-dimensional mobility model with the other three models. The models to be compared include the static model, where the UAV never leaves its initial position. The second model to be compared is the two-dimensional model. In this mobility model, the UAV moves around the space but it never moves vertically (no altitude changes). The third model to be compared is the adjusted 2D model. This model varies its altitude according to terrain features, but never varies its flight height, always maintaining a same distance towards the ground, which in this case is 78 meters in altitude for the whole simulation¹.

5. Simulation results

By conducting the simulations, the best mobility pattern for the UAV with respect to the movement of the cars on the ground can be determined. The UAV's location can be traced through its trajectory in terms of latitude, longitude, as well as its altitude at every second. The receiver's average RSSI values obtained will determine the location of the UAV where it achieves the best coverage.

5.1. UAV Path Trajectory

The path trajectory of the UAV from the starting time of the simulation to the end can be obtained from the GPS locations determined by each mobility model. The simulation is conducted using a real map from Open Street Maps, allowing us to have the path projected on the map, as depicted in Figure 4. Each figure represents the position of the UAV throughout the simulation for each mobility model: static model, 2D model, adjusted 2D model, and the 3D model. For the static model, the UAV remains still from the starting time until the end of the simulation, being located at a strategic position near the center of the cars' locations, as depicted in Figure 4a. As for Figure 4b, it is based on the mobility trace from the 2D mobility model. Notice how the UAV moves towards the north, which is the location of the car that has the lowest signal quality received at the beginning, then going to the south, towards the location where the other car was located, and finally going west. A similar pattern is shown when using the adjusted 2D mobility model, as shown in Figure 4c. By using this model, the trend is similar, but the only difference is that the UAV approaches the car by calculating the distance in 3D, even though it maintains its flight height. The results with the 3D model are shown in Figure 4d; we can see a slight difference as it varies the flight height, thus having a pattern that is not similar to the previous two. In particular, the UAV moved in the 3D

¹Please keep in mind that altitudes of more than 400 feet above ground are typically not allowed (legal requirement).

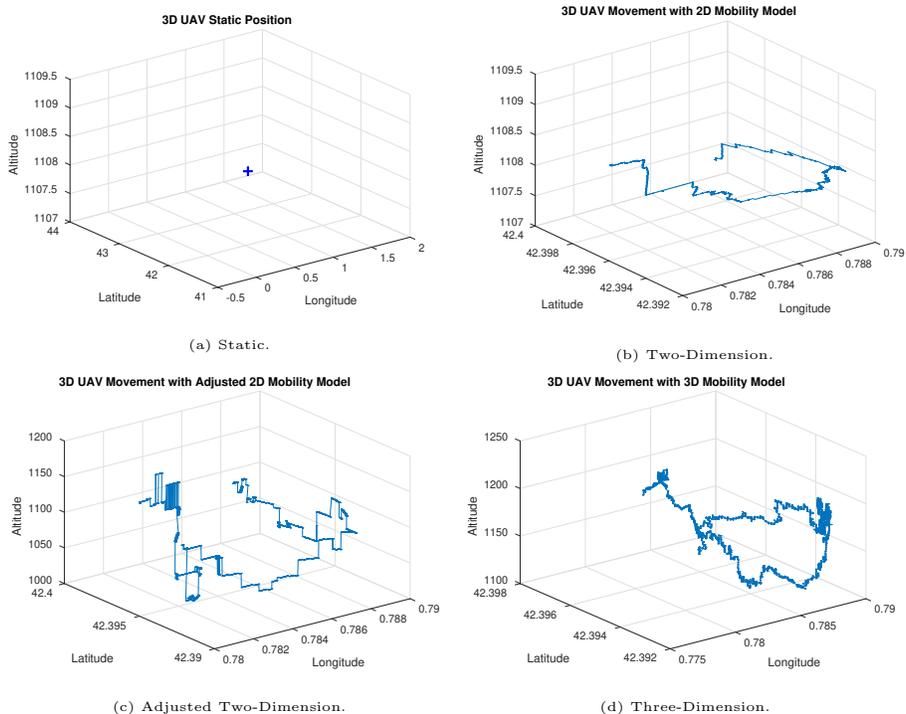


Figure 5: UAV Mobility in 3D Space.

5.2. Impact on Received Signal Strength

290 To measure the performance of the mobility model and its effectiveness, we have chosen the RSSI as the key performance indicator. The RSSI is measured according to the simulation time. The four tested models in our work have been compared, and the values are plotted in Figure 6. The worst results are obtained with the 2D model. In this model, the altitude of the cars on the ground are
 295 not taken into account, which results in selecting worse position adjustments. In particular, near the end of the simulation time, the results produced by the 2D mobility model are much worse than for the remaining models. On the other hand, the best result is achieved by the adjusted 2D mobility. As we can see in the figure, in the time range between $t = 50s$ and $t = 180s$, the average RSSI
 300 perceived by the cars has been above -85 dBm, although from $t = 180s$ onwards the 3D mobility model performs best.

We can analyze the results from another perspective by presenting the data distribution using box plots, as depicted in Figure 7. Results for the 3D mobility model are clearly the best and the most stable, being that the majority of the
 305 values are above -89 dBm (the threshold for successful packet delivery). On the other hand, the adjusted 2D mobility model provides 75% of the results with a larger range, with most of values its up to -74 dBm, performing worse than the

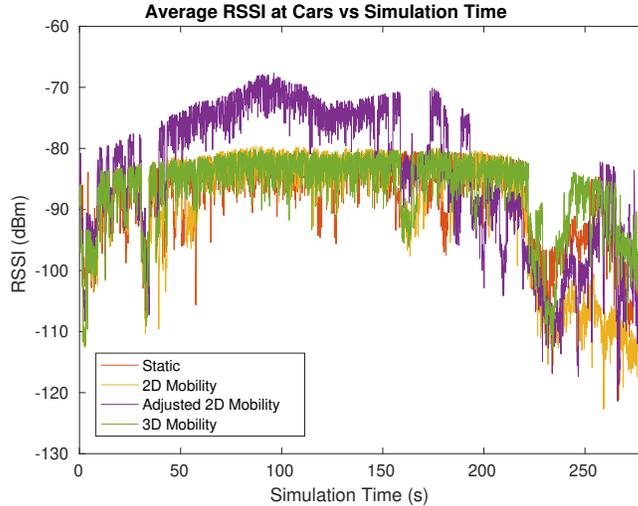


Figure 6: RSSI vs Time.

static option. However, although during some periods the adjusted 2D mobility
 310 may offer the best signal levels, it cannot maintain good coverage on the long
 term, which will be further confirmed in the next subsection.

5.3. Impact on Flight Height and Altitude

When considering how high the UAV flew, we have gathered the information
 plotted in Figure 8 and Figure 9. If we consider the altitude of the nodes in
 the simulation, as depicted in Figure 8, we have plotted the nodes' altitude
 315 versus simulation time. In this figure we have compared the UAV altitude
 when using the four different models, and the altitude of the three cars on
 the ground. Here the altitude of the UAV, when it is static or adopting 2D
 mobility, was maintained throughout the entire simulation process. However,
 the case with adjusted 2D mobility and 3D mobility have variations. In the
 320 case of 3D mobility, the altitude varies and somehow has a higher altitude when
 compared to the adjusted 2D mobility. This shows that the 3D mobility model
 has indeed searched for the best flight height in a way that it can still reach
 the communication with the three cars on the ground. On the other hand, the
 adjusted 2D mobility model only varies the altitude because it must maintain
 325 its flight height with respect to the elevation of the terrain regardless of the
 altitude of the car on the ground.

A more detailed representation of how high the UAV has flown is depicted in
 Figure 9. In this case, we can see that the UAV models following the adjusted
 2D mobility and the static one have maintained the flight height. We can also
 330 see that the 3D mobility model has changed altitude throughout time, as well
 as when using 2D mobility. The UAV that flew according to the 3D mobility
 model has carefully taken care of how high it flies. This way, it is able to account

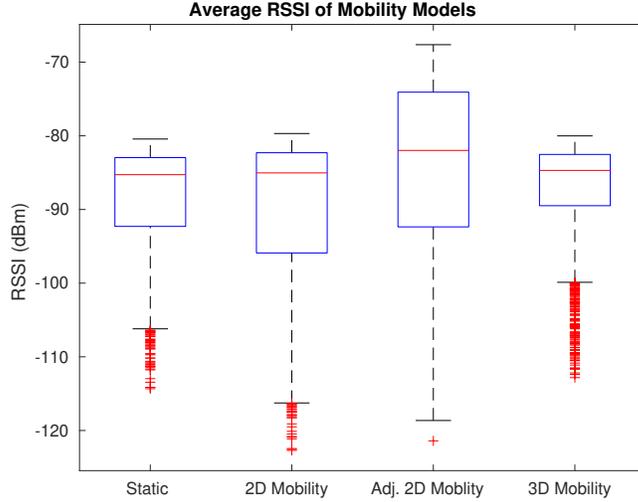


Figure 7: RSSI Obtained from Different Models.

for the distance towards the cars on the ground. As we know, if we apply the free space path loss theory, the further the transmitting node is located towards the receiver, the lower the signal quality received. Here we can understand why, when using 2D mobility, the UAV transmitted signals are low when received by the cars.

5.4. Connected Time and Average RSSI in the Simulation

Another metric that allows us to assess how optimal is each model in terms of connectivity towards the cars on the ground is the duration of the coverage continuity throughout the simulation time. The period during which the UAV is connected to the cars is represented by the connected percentage time. Particularly, this metric shows a level of percentage towards the total simulation time, as defined in Table 2. The static model, which maintains the UAV position throughout the simulation time, maintains the connection active for 67.142 percent of the time. If we use the 2D model, the connected time is of only 63.928 percent. This is due to the fact that, sometimes, the UAV has flown too far away from the cars. As for the adjusted 2D mobility model, the value rises up to 66.428 percent. This is better as the UAV adjust its altitude, although it maintains its flight height with respect to the ground. The best value in this case is when we use the 3D mobility model. Using this model, the flight altitude is adapted according to the distance towards the cars on the ground. In fact, it offers the best overall connectivity when approaching the car measuring the lowest RSSI values, while maintaining an acceptable distance towards the remaining cars. Hence, although in terms of the average RSSI obtained, the

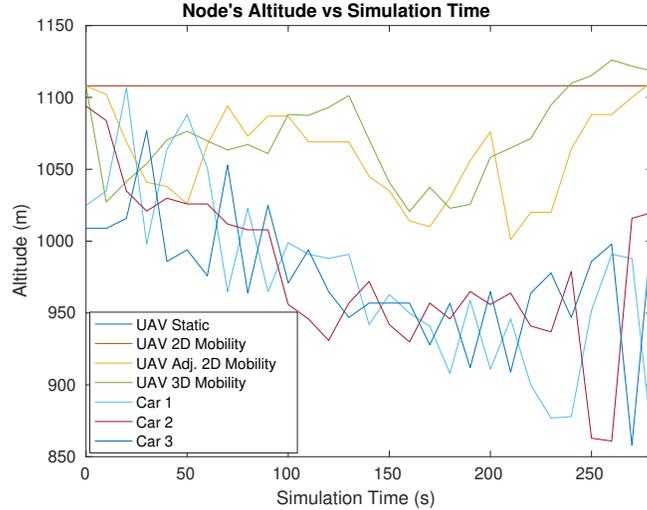


Figure 8: Altitude vs Time.

adjusted 2D model may offers higher values, in terms of connected time it does not perform as well.

Table 2: Simulation Results.

Model	Connected Time Percentage (%)	Average RSSI (dBm)
Static	67.142	-87.827
Two-dimension	63.928	-90.132
Adjusted 2D	66.428	-84.336
Three-dimension	73.214	-86.932

6. Conclusions

This paper analyzes the mobility pattern of a UAV as a support for car-to-car
 360 communications on the ground in the scope of a three-dimensional environment.
 A 3D mobility model was proposed in this paper that is specifically intended
 for a UAV attempting to maximize coverage throughout time. The model is
 defined by selecting the car that has the lowest signal quality received from
 the UAV as the transmitter, which then acts as a target point for the UAV's
 365 movement. This enables the UAV to transmit a balanced signal quality towards
 the cars on the ground, which is affected by the physical environment (terrain
 profile). The signal quality takes into account a special-purpose path loss model
 calculated with elevation information. This way, the mobility model is not only
 defined by the distance between the transmitter and the lowest receiver, but also

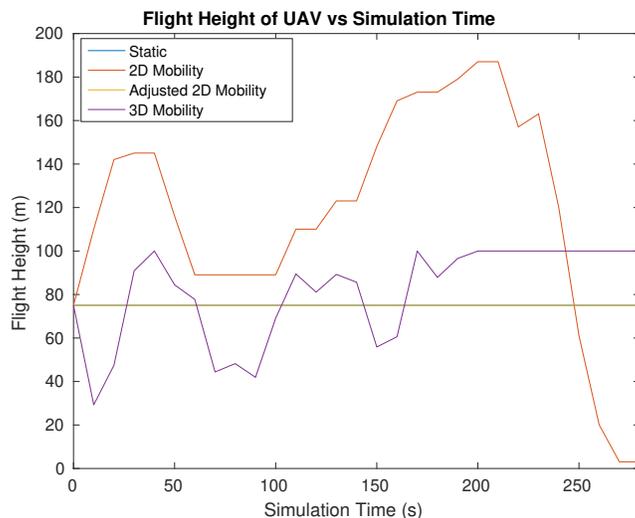


Figure 9: Height vs Time.

370 considering the terrain blockages which determines the optimal UAV location in terms of altitude.

We have tested the model in comparison with a mobility model that only considers 2D space, as well with a model where the UAV maintains its flight height towards the ground, and a third one where the UAV remains static at a specific position. The results showed that, although in terms of the average RSSI the adjusted 2D mobility offered slightly better values, in terms of connection up time, the 3D model outperforms the rest.

380 The work carried out can be extended by having more types of scenario; for example, in an urban area or buildings act as obstacles, or when having a swarm of UAVs that can cooperate to achieve a greater coverage in the presence of many ground vehicles.

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