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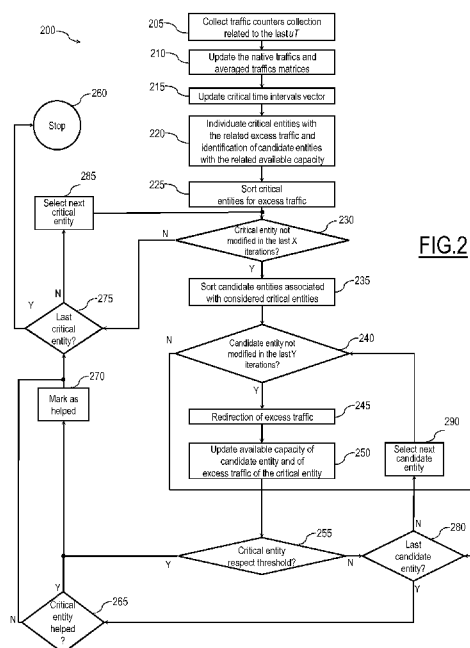


FIG.2

(57) Abstract: A method (200; 600) of balancing a traffic load among at least apart of traffic managing entities (105;110) of a mobile telecommunication network (100) comprising a plurality of traffic managing entities (105;110) is proposed. The method comprises the following steps: collecting (205; 605) traffic-related data referred to said at least a part of traffic managing entities (105;110); identifying (220; 620) a first set of traffic managing entities (105;110) managing an excessive traffic load on the basis of such traffic-related data; identifying (220; 620) a second set of traffic managing entities (105;110) adapted to take charge of at least part of the excessive traffic load to which traffic managing entities (105;110) of first set of traffic managing entities (105;110) are subjected. Moreover, for each traffic managing entity (105;110) of the first set of traffic managing entities (105;110) the method comprises: determining (235 -240; 630) at least one traffic managing entity (105;110) of the second set of traffic managing entities (105;110) adapted to take charge of at least part of the excessive traffic load managed by said traffic managing entity (105;110) of the first set of traffic managing entities (105;110); assigning (245; 635) at least part of the excessive traffic load to which said traffic managing entity (105;110) of first set of traffic managing entities (105; 10) is subjected to the determined at least one traffic managing entity (105;110) of the second set of traffic managing entities (105;110), and adjusting (245; 635) radio communication parameters of said traffic managing entity (105;110) of the first set of traffic managing entities (105; 10) and of said determined at least one traffic managing entity (105;110) of the second set of 20 traffic managing entities (105;110) thereby redistributing traffic load on the basis of such assigning.

**AUTOMATIC METHOD FOR MOBILITY LOAD BALANCING IN MOBILE
TELECOMMUNICATIONS NETWORKS**

§ § § § §

DESCRIPTION

Background of the invention

Technical field

The present invention generally relates telecommunications networks. Particularly, one embodiment of the present invention relates to mobile radio telecommunications networks such as for example mobile (cellular) telephony networks.

10 In detail, an embodiment of the present invention is referred to the aspects of automatic planning and optimisation of mobile telecommunications networks based on a SON – Self-Organising Networks paradigm. In more detail, an embodiment of the present invention proposes an automatic method for load balancing or Mobility Load Balancing (MLB) in telecommunications self-organizing mobile cellular networks (e.g. 2G, 3G and Long Term Evolution (LTE) / Long Term
15 Evolution – Advanced (LTE-A) mobile telecommunication networks) in order to guarantee an optimal distribution of the traffic load in the mobile telecommunication network.

Overview of the related art

Mobile telecommunication networks, for example mobile telephony networks such as Long
20 Term Evolution (LTE) and LTE Advanced (LTE-A) mobile telephony networks, are moving towards an increasing complexity in order to provide users served by the mobile radio network with an increasing number of services and an exchange of data at increasing data rates.

In order to simplify the management complexity of such mobile telecommunication networks, Self-Organizing Networks (SON) have been proposed in the art.

25 Mobile telecommunication SON are mobile telecommunication networks adapted to configure and optimize the operation of network elements (e.g., radio base stations, relay nodes *etc.*) and of the whole operation of the mobile telecommunication network automatically.

In order to provide an optimised operation, mobile telecommunication SON configured for managing traffic load have been proposed in the art.

30 Generally, in the art traffic (or mobility) load balancing is often solved by means of the

calculation of a traffic load of cells of the mobile telecommunication network based on information related to either an interferential condition (i.e., interferences perceived in the cells by communication signals) or to an occupation of specific group of resources (e.g., resource blocks).

For example in Sören Hahn et al.: "Reference Mobility Load Balancing – A Case Study: Simplified vs. Realistic Scenarios", Technische Universität Braunschweig Institut für Nachrichtentechnik Braunschweig discloses the use of traffic models. Particularly, a proposed traffic model comprises an indication of a "patience time" of users. Patience time computes the time the individual user is willing to wait for better radio communication conditions based on the respective service. Once this time is expired, the service is terminated with a bad experience for one user, but the side effect that more resources are available for other users in the system.

US Patent no. US8,676,186 discloses a cell load balancing method. The cell load balancing method includes: acquiring information of the load of a current cell and information of the load an adjacent cell; determining a target cell in which a mobility parameter needs to be modified thereof according to the information of the load of the current cell and the information of the load of the adjacent cell; sending a parameter modification request to the determined target cell; and performing a corresponding operation according to information indicating whether the parameter is successfully modified and fed back from the adjacent cell.

Summary of the invention

The Applicant has observed that, generally, method and systems known in the art provide unsatisfactory results with respect to the management of traffic load managed by network entities of a mobile telecommunication network, particularly traffic load in radio base stations of the mobile telecommunication network or (with a higher granularity) in one or more covered areas, and/or cells, managed by such radio base stations.

The Applicant has noticed that by considering parameters such as Signal-to-Interference-plus-Noise Ratio – SINR – or Physical Resource Block – PRB – occupation as a load indicator of a generic network entity do not allow estimating the effective load suffered by the radio bases station and/or cell in a simple and effective manner.

For example, by considering the SINR for a radio base station or a cell of the mobile telecommunication network it expresses the ratio between the useful signal and the total interference due both to effect of noise and interference coming from the other radio base stations

and/or cells of the mobile telecommunication network. It should be apparent that the SINR parameter may assume different values for a same traffic load; in fact, the SINR depends on reciprocal interference among radio base stations and/or cells of the mobile telecommunication network, which depends on a power planning, a geographic position and other aspects related to the interfered and interfering radio base stations and/or cells. Therefore, the SINR parameter could lead to a misevaluation of the actual traffic load of radio base stations and/or cells of the mobile telecommunication network.

In case of PRB occupation, a relation between PRB occupation and, for example, a useful throughput per connection or traffic load is not easily determined. For example, in LTE-type cells, the total PRB occupation is proportional to a total cell throughput but not to the throughput of a generic user; in fact, the total amount of available PRB may be assigned a single user or the total amount of PRB may be subdivided among a plurality of users (e.g., 32 users), therefore a detected amount of allocated PRB is the same in both cases, but in the first case the single user transmit data with a high throughput, while in the second case the throughput of each user would be a fraction (e.g., $1/32$) of the throughput experienced by the single user. Therefore, on the basis of the allocated PRB it is not possible to effectively distinguish between a low traffic load condition (e.g., the single user scenario) and a high traffic load condition (e.g., the plurality of user scenario).

The Applicant has found that a collection and elaboration of network data, for example network counters, already available in the network, and related to radio communication resources provided substantially in a real-time framework allows investigating and learning in a more effective manner the actual traffic load state of each radio base station or cell of the mobile telecommunication network, which allows performing an effective managing of the traffic load (i.e. traffic load balancing) within radio base stations and/or cells of the mobile telecommunication network.

The Applicant has thus tackled the problem of defining a real-time traffic (or mobility) load balancing procedure in order to effectively manage the capacity of the available radio resources of a mobile telecommunication network.

According to the present invention, methods are proposed devoted to collect traffic-related data, e.g. traffic load counters, individuating radio base stations and/or cells of the mobile telecommunication network in critical conditions on the basis of an actual traffic load, identifying radio base stations and/or cells of the mobile telecommunication network candidate to help radio base stations and/or cells of the mobile telecommunication network individuated as critical,

selecting a subset of candidate radio base stations and/or cells of the mobile telecommunication network adapted to help corresponding critical radio base stations and/or cells of the mobile telecommunication network and modifying the radio operating parameters of radio base stations and/or cells of the mobile telecommunication network individuated as critical and of corresponding helping radio base stations and/or cells of the mobile telecommunication network with the aim to solve the traffic load criticality.

Preferably, according to different embodiments of the present invention methods operating at different periodicity are proposed. For example, in an embodiment of the present invention, a first time pattern is based on an analysis of traffic load counters collected in a month (e.g. twenty-eight days period) that are updated daily. Conversely, another embodiment of the present invention is based on an analysis of traffic load counters collected in a day (i.e., 24 hours period) and updated periodically during the day (e.g., at the expiry at time intervals having a predetermined duration).

Moreover, in an embodiment of the present invention it is avoided that multiple modifications of radio communication parameters of a same critical/candidate radio base stations and/or cells take place within a predetermined minimum time span.

Particularly, one aspect of the present invention proposes a method of balancing a traffic load among at least a part of traffic managing entities of a mobile telecommunication network comprising a plurality of traffic managing entities. The method comprises the following steps: collecting traffic-related data *tfc* referred to said at least a part of traffic managing entities; identifying a first set of traffic managing entities managing an excessive traffic load on the basis of such traffic-related data *tfc*; identifying a second set of traffic managing entities adapted to take charge of at least part of the excessive traffic load to which traffic managing entities of first set of traffic managing entities are subjected. Moreover, for each traffic managing entity of the first set of traffic managing entities the method comprises: determining at least one traffic managing entity of the second set of traffic managing entities adapted to take charge of at least part of the excessive traffic load managed by said traffic managing entity of the first set of traffic managing entities; assigning at least part of the excessive traffic load to which said traffic managing entity of first set of traffic managing entities is subjected to the determined at least one least one traffic managing entity of the second set of traffic managing entities, and adjusting radio communication parameters of said traffic managing entity of the first set of traffic managing entities and of said determined at least one traffic managing entity of the second set of traffic managing entities thereby redistributing

traffic load on the basis of such assigning.

Preferred features of the present invention are set forth in the dependent claims.

In an embodiment of the present invention, step of collecting traffic-related data tfc referred to said at least a part of traffic managing entities comprises: either collecting traffic load counters
 5 from at least a part of traffic managing entities of a mobile telecommunication network, or collecting traffic load forecasts obtainable by means of mathematical models capable of providing an estimation of traffic load managed by the at least a part of traffic managing entities of a mobile telecommunication network.

In an embodiment of the present invention, the step of collecting traffic-related data tfc
 10 referred to said at least a part of traffic managing entities comprises: collecting at least one traffic-related datum of said traffic-related data tfc during each one of a plurality of predetermined observation time sub-periods uT comprised in an observation time period T .

In an embodiment of the present invention, collecting at least one traffic-related datum of said traffic-related data tfc during each one of a plurality of predetermined observation time sub-
 15 periods uT comprised in an observation time period T further comprises collecting a traffic-related datum tfc of the at least one of said traffic-related data tfc during a corresponding time interval dt , each predetermined observation time sub-period uT comprising at least one time interval dt .

In an embodiment of the present invention, the method further comprises, for each traffic managing entities of said at least a part of traffic managing entities, at least one among:
 20 determining a number N_{uT}^{crit} of observation time sub-periods uT of said observation time period T during at least part of which the traffic managing entity manages an excessive traffic load on the basis of such traffic-related data tfc ; determining a first number $N_{timeintv}^{crit,cons}$ of consecutive observation time sub-periods uT of said observation time period T during at least part of which the traffic managing entity manages an excessive traffic load on the basis of such traffic-related data tfc ,
 25 determining a second number $N_{timeintv}^{non-crit,cons}$ of consecutive observation time sub-periods uT counted of said observation time period T during at least part of which the traffic managing entity does not manages an excessive traffic load on the basis of such traffic-related data tfc .

In an embodiment of the present invention, the method further comprising for each traffic managing entities of said at least a part of traffic managing entities determining an average number
 30 $\overline{N}_{timeint}^{crit}$ of time intervals dt of the observation time period T during which the traffic managing entity

manages an excessive traffic load on the basis of such traffic-related data tfc .

In an embodiment of the present invention, determining an average number $\overline{N}_{timeint}^{crit}$ of time intervals dt of the observation time period T during which the traffic managing entity manages an excessive traffic load on the basis of such traffic-related data tfc comprises averaging a total
 5 number of time intervals dt of the observation time period T during which the traffic managing entity manages an excessive traffic load by a number of observation time sub-periods uT of said observation time period T during at least part of which the traffic managing entity manages an excessive traffic load.

In an embodiment of the present invention, the step of determining a first number $N_{timeintv}^{crit,cons}$ of
 10 consecutive observation time sub-periods uT of said observation time period T during at least part of which the traffic managing entity manages an excessive traffic load on the basis of such traffic-related data tfc comprises counting the first number $N_{timeintv}^{crit,cons}$ of consecutive observation time sub-periods uT starting from a last observation sub-period of the observation period. Moreover, the step of determining a second number $N_{timeintv}^{non-crit,cons}$ of consecutive observation time sub-periods uT
 15 counted of said observation time period T during at least part of which the traffic managing entity does not manages an excessive traffic load on the basis of such traffic-related data tfc comprises: counting the second number $N_{timeintv}^{non-crit,cons}$ of consecutive observation time sub-periods uT starting from a last observation sub-period of the observation period.

In an embodiment of the present invention, the step of identifying a first set of traffic
 20 managing entities managing an excessive traffic load on the basis of such traffic-related data tfc comprises identifying a traffic managing entity as belonging to the first set of traffic managing entities whether it is verified at least one condition between: said number N_{uT}^{crit} , $N_{timeintv}^{crit,tot}$ of observation time sub-periods uT of said observation time period T during at least part of which a traffic managing entity manages an excessive traffic load is equal to, or greater than, a corresponding
 25 number threshold $N_{uT}^{thr,crit}$, $N_{timeintv}^{thr,crit,tot}$, and said first number $N_{timeintv}^{crit,cons}$ of consecutive observation time sub-periods uT of said observation time period T during at least part of which a traffic managing entity manages an excessive traffic load is equal to, or greater than, a corresponding consecutive number threshold $N_{timeintv}^{thr,crit,cons}$.

In an embodiment of the present invention, the step of identifying a first set of traffic
 30 managing entities managing an excessive traffic load on the basis of such traffic-related data tfc

further comprises identifying a traffic managing entity as belonging to the first set of traffic managing entities whether said average number $\overline{N}_{\text{timeint}}^{\text{crit}}$ of time intervals dt of the observation time period T during which the traffic managing entity manages an excessive traffic load on the basis of such traffic-related data tf_c is equal to, or greater than, a corresponding average number threshold

5 $\overline{N}_{\text{timeintv}}^{\text{thr,crit}}$.

In an embodiment of the present invention, the step of identifying a second set of traffic managing entities adapted to take charge of at least part of the excessive traffic load to which traffic managing entities of first set of traffic managing entities are subjected on the basis of such traffic-related data tf_c comprises identifying a traffic managing entity as belonging to the second set of traffic managing entities whether it is verified at least one condition between: said number $N_{uT}^{\text{crit}}, N_{\text{timeintv}}^{\text{crit,tot}}$ of observation time sub-periods uT of said observation time period T for which the traffic managing entity does manage an excessive traffic load is lower than a corresponding further number threshold $N_{uT}^{\text{thr,cand}}, N_{\text{timeintv}}^{\text{thr,cand,tot}}$, and said second number $N_{\text{timeintv}}^{\text{non-crit,cons}}$ of consecutive observation time sub-periods uT of said observation time period T during at least part of which a traffic managing entity does not manage an excessive traffic load is equal to, or greater than, a corresponding further consecutive number threshold $N_{\text{timeintv}}^{\text{thr,non-crit,cons}}$.

In an embodiment of the present invention, the step of identifying a second set of traffic managing entities adapted to take charge of at least part of the excessive traffic load to which traffic managing entities of first set of traffic managing entities are subjected on the basis of such traffic-related data tf_c further comprises identifying a traffic managing entity as belonging to the second set of traffic managing entities whether said average number $\overline{N}_{\text{timeint}}^{\text{crit}}$ of time intervals dt of the observation time period T during which the traffic managing entity manages an excessive traffic load on the basis of such traffic-related data tf_c is lower than a corresponding further average number threshold $\overline{N}_{\text{timeintv}}^{\text{thr,cand}}$.

In an embodiment of the present invention, the step of determining at least one traffic managing entity of the second set of traffic managing entities adapted to take charge of at least part of the excessive traffic load managed by said traffic managing entity of the first set of traffic managing entities comprises selecting said at least one traffic managing entity of the second set of traffic managing entities on the basis of a proximity to said traffic managing entity of the first set of traffic managing entities.

In an embodiment of the present invention, collecting at least one of said traffic-related data *tfc* during each one of a plurality of predetermined observation time sub-periods uT comprised in an observation time period T further comprises collecting at least one of said traffic-related data *tfc* during consecutive predetermined observation time sub-periods uT , and considering as observation
5 time period T a predefined number of observation time sub-periods uT by discarding an oldest observation time sub period of the predefined number of observation time sub periods whenever at least one of said traffic-related data *tfc* are collected in a newest observation time sub-period.

In an embodiment of the present invention, the step of determining at least one traffic managing entity of the second set of traffic managing entities adapted to take charge of at least part
10 of the excessive traffic load managed by said traffic managing entities of the first set of traffic managing entities comprises evaluating an amount of excessive traffic load of each traffic managing entity of the first set of traffic managing entities, and determining at least one traffic managing entity of the second set of traffic managing entities adapted to take charge of at least part of the excessive traffic load of each traffic managing entity of the first set of traffic managing entities
15 starting from a traffic managing entity of the first set of traffic managing entities associated with a greater amount of excessive traffic load.

In an embodiment of the present invention, the step of determining at least one traffic managing entity of the second set of traffic managing entities adapted to take charge of at least part of the excessive traffic load managed by said traffic managing entities of the first set of traffic managing entities comprises evaluating an amount of traffic load that may be took in charge by
20 each traffic managing entity of the second set of traffic managing entities. Moreover said determined at least one traffic managing entity of the second set of traffic managing entities comprises two or more traffic managing entities of the second set of traffic managing entities, and the step of assigning at least part of the excessive traffic load to which said traffic managing entity of first set of traffic managing entities is subjected to the two or more traffic managing entities of the
25 second set of traffic managing entities comprises adjusting radio communication parameters of said two or more traffic managing entities of the second set of traffic managing entities starting from a traffic managing entity of said two or more traffic managing entities of the second set of traffic managing entities which has been evaluated as able to take in charge a greatest amount of traffic
30 load.

In an embodiment of the present invention, the step of identifying a first set of traffic managing entities managing an excessive traffic load on the basis of such traffic-related data *tfc*

comprises for each traffic managing entities at least a part of traffic managing entities comprises determining a corresponding performance indicator $\overline{KPI}_{entity}^{i,j}$, KPI_{entity} referred to traffic-related data tfc in each time interval dt comprised in the observation time sub-periods uT of the observation time period T , and considering a traffic managing entities managing an excessive traffic load during a time interval dt whether the corresponding performance indicator trespasses a predetermined performance indicator threshold KPI_{max} .

In an embodiment of the present invention, determining a corresponding performance indicator referred to each time interval dt comprised in the observation time sub-periods uT of the observation time period T comprises determining a corresponding average performance indicator referred to each one of the time intervals dt by summing together all the performance indicator referred to corresponding time interval dt in different observation time sub-periods uT and dividing by a total number of observation time sub-period comprised in the observation time period T .

In an embodiment of the present invention, the method further comprises setting the observation time sub-period to a day and the observation time period T to at least a week. Moreover, determining a corresponding performance indicator referred to each time interval dt comprised in the observation time sub-periods uT of the observation time period T comprises determining a corresponding a first average performance indicator referred to each one of the time intervals dt associated with a time observation sub-period corresponding to a working day by summing together all the performance indicator referred to corresponding time interval dt in different observation time sub-periods uT corresponding only to working days and dividing by a total number of observation time sub-period corresponding only to working days comprised in the observation time period T set to at least one week, or determining a corresponding a second average performance indicator referred to each one of the time intervals dt associated with a time observation sub-period corresponding to a non-working day by summing together all the performance indicator referred to corresponding time interval dt in different observation time sub-periods uT corresponding only to non-working days and dividing by a total number of observation time sub-periods uT corresponding only to non-working days comprised in the observation time period T set to at least one week.

In an embodiment of the present invention, the method further comprises setting the observation time sub-period to a day and the observation time period T to at least two weeks. Moreover, determining a corresponding performance indicator referred to each time interval dt comprised in the observation time sub-periods uT of the observation time period T comprises

determining a corresponding average performance indicator referred to each one of the time intervals dt associated with a time observation sub-period corresponding to a same day of a week by summing together all the performance indicator referred to corresponding time interval dt in different observation time sub-periods uT corresponding only to corresponding days of the at least
5 two weeks and dividing by a total number of observation time sub-periods uT corresponding only to corresponding days of the time period set to at least two weeks.

In an embodiment of the present invention, the method further comprises setting the observation time sub-period equal to a time interval dt and the observation time equal to a day.

Another aspect of the present invention proposes a system for balancing a traffic load
10 among at least a part of traffic managing entities of a mobile telecommunication network comprising a plurality of traffic managing entities. The system comprises: a monitoring element arranged for collecting traffic-related data tfc referred to said at least a part of traffic managing entities; a first operating element arranged for identifying a first set of traffic managing entities managing an excessive traffic load on the basis of such traffic-related data tfc ; a second operating element
15 arranged for identifying a second set of traffic managing entities adapted to take charge of at least part of the excessive traffic load to which traffic managing entities of first set of traffic managing entities are subjected; an engine element that, for each traffic managing entity of the first set of traffic managing entities, is arranged for: determining at least one traffic managing entity of the second set of traffic managing entities adapted to take charge of at least part of the excessive
20 traffic load managed by said traffic managing entity of the first set of traffic managing entities; assigning at least part of the excessive traffic load to which said traffic managing entity of first set of traffic managing entities is subjected to the determined at least one least one traffic managing entity of the second set of traffic managing entities, and adjusting radio communication parameters of said traffic managing entity of the first set of traffic managing entities and of said determined at
25 least one traffic managing entity of the second set of traffic managing entities.

The Applicant believes that a significant improvement in distribution of the traffic load in the mobile communication network and consequently global performances of the mobile communication network (e.g. voice and data call blocking probability, average throughput per user, average throughput per radio base station and/or cell, etc.) may be achieved by implementing the
30 Mobility Load Balancing – MLB – methods and systems here proposed in the mobile telecommunication network, preferably (although not limitatively) a mobile telecommunication Self-Organising Network.

Brief description of the drawings

These and other features and advantages of the present invention will more clearly appear by the reading of the following detailed description of exemplary and non-limitative embodiments thereof, description that, for its better intelligibility, should be read in conjunction to the attached drawings, wherein:

Figure 1 is a schematic diagram a mobile telecommunication network in which embodiments of the present invention may be implemented;

Figure 2 is a schematic flow diagram of a MLB method according to an embodiment of the present invention;

Figure 3 is a schematic representation of a native traffic load counters matrix referred to a radio base station and/or cell of the mobile telecommunication network;

Figure 4 is a schematic representation of an averaged traffic load counters matrix based on native traffic load counters matrix of **Figure 3**;

Figure 5 is a schematic representation of a critical time intervals vector based on the averaged traffic load counter matrix of **Figure 4**;

Figure 6 is a schematic flow diagram of an alternative MLB method according to another embodiment of the present invention;

Figure 7 is a schematic representation of native traffic load counters vector referred to a radio base station and/or cell of the mobile telecommunication network, and

Figure 8 is a schematic representation of a flags vector based on the native counters vector of **Figure 7**.

Detailed description of exemplary embodiments of the present invention

One embodiment of the present invention concerns a Mobility Load Balancing, or MLB, method applied to 2G, 3G and Long Term Evolution (LTE) / Long Term Evolution – Advanced (LTE-A) or others mobile telecommunication networks with the aim to provide an optimised distribution of the traffic load in the mobile telecommunication network thus improving an overall performance thereof.

More generally, embodiments of the present invention are arranged for controlling and distributing, in real-time and in an optimal way, the traffic load in the mobile telecommunication network, e.g. between radio base stations and/or cells of a LTE/LTE-A, GSM/GPRS/EDGE or UMTS/HSPA mobile telecommunication networks and/or between different co-existing 2G and/or 3G and/or 4G or higher mobile telecommunication network systems.

In more details, a network planner/designer/optimiser by implementing the MLB methods according to the present invention is able to obtain real-time distributing (and re-distributing) of traffic load among radio base stations and/or cells of a mobile telecommunication network.

Preferably, in an embodiment of the present invention the method allows:

- 10 - evaluating a traffic load of each radio base stations and/or cells of a mobile telecommunication network through the use traffic-related data, preferably of traffic load counters, made available by the mobile telecommunication network in real-time (or semi real-time); for example, with a periodicity between fifteen and sixty minutes (even though also other periodicity may be taken into account without impact on the method);
- 15 - analysing and individuating 'critical' radio base stations and/or cells of the mobile telecommunication network managing an excessive traffic load on the basis of information obtained from traffic load counters; preferably, such analysing and individuating are performed by exploiting Key Performance Indicators – KPI – based on elaboration of the traffic load counters;
- analysing and identifying 'candidate' radio base stations and/or cells of the mobile telecommunication network that may be suited to manage a part of the traffic load of a corresponding critical radio base station and/or cell; preferably, the candidates radio base stations and/or cells are identified using KPI previously elaborated;
- 20 - selecting, for each critical radio base station and/or cell, a subset of the candidate radio base stations and/or cells of the mobile telecommunication network to which re-direct the traffic (or at least a part of the traffic) of the critical radio base station and/or cell, and
- 25 - modifying one or more radio communication parameters with the aim to re-direct the traffic (or at least part of the traffic) of the critical radio base station and/or cell towards the selected subset of candidate radio base stations and/or cells.

With reference to the drawing, **Figure 1** is a schematic diagram a mobile telecommunication network **100** in which embodiments of the present invention may be implemented.

The mobile telecommunication network **100** comprises a plurality of Network Elements, such as radio base stations **105**, e.g., evolved Node B, or eNB in Long Term Evolution (LTE) / Long Term Evolution – Advanced (LTE-A) mobile telecommunication networks. Each radio base station **105** is configured for managing communication of (i.e., for serving) User Equipment, or UE (not shown), comprised within respective one or more covered areas, and/or cells **110**, in which a covered geographic area **115**, in which the mobile telecommunication network **100** operates, is subdivided.

In one embodiment of the invention, the mobile telecommunication network **100** comprises a monitoring element **120** arranged to monitor performances of radio base stations **105** and/or cells **110**, or a part of the radio base stations **105** and/or cells **110**, comprised in the mobile telecommunication network **100**.

The mobile telecommunication network **100** further comprises a storage element **125** capable of collecting and storing traffic-related data, such as for example 'traffic load counters' *tlc* related to the radio base stations **105** and/or cells **110** of the mobile telecommunication network **100**.

According to 3GPP TS32.401, counters, or 'cumulative incremental counters' are triggered by the occurrence of a measured event (e.g., expiry of a predetermine time period) and each network element (e.g., a radio base station **105**, a relay node *etc.*) maintains a running count of the event being counted. The counter is reset to a well-defined value (usually "0") at the beginning of a time interval or granularity period (wherein a granularity period corresponds to a frequency at which the measured events are counted; moreover, at the end of the each time interval a scheduled result report is usually generated and provided to managing network elements of the mobile telecommunication network **100**).

The mobile telecommunication network **100** further comprises a processing element **130** that is arranged for processing the traffic-related data such as for example the aforementioned traffic load counters *tlc*, related to the radio base stations **105** and/or cells **110** of the mobile communication network **100**. Preferably, the processing element **130** is configured to elaborate the traffic-related data in order to obtain one or more corresponding Key Performance indicators (KPI), as described in the following.

The mobile telecommunication network **100** further comprises operating elements **135** and **140** that are both arranged for elaborating the KPI provided by the processing element **130**.

Preferably, a first operating element **135** of the operating elements **135** and **140** is configured for elaborating the KPI in order to identify a (first) set of 'critical' radio base stations **105** and/or cells **110** of the radio base stations **105** and/or cells **110** of the mobile telecommunication network **100**. Critical radio base stations **105** and/or cells **110** is herein used to denote radio base stations **105** and/or cells **110** of the mobile telecommunication network **100** that result to be managing an excessive traffic load as determined by the methods according to embodiments of the present described in the following.

Conversely, a second operating element **140** of the operating elements **135** and **140** is configured for elaborating the KPI in order to identify a (second) set of 'candidate' radio base stations **105** and/or cells **110** of the set of radio base stations **105** and/or cells **110**. Candidate radio base stations **105** and/or cells **110** is herein used to denote radio base stations **105** and/or cells **110** of the mobile telecommunication network **100** suited for taking charge of at least part of a traffic load of a critical radio base stations **105** and/or cells **110** (as described in the following). In other words candidate radio base stations **105** and/or cells **110** are capable of managing a traffic load greater than a traffic load currently managed on the basis of such traffic-related data.

As discussed in the following, the processing element **130** and the operating elements **135** and **140** may use a plurality of processing parameters, for performing their operation, such as (traffic load) threshold values. Such plurality of processing parameters may be advantageously stored in an *ad-hoc* repository element **145** or in the storage element **125** or even in other (e.g., general-purpose) storage elements (not shown) of the mobile telecommunication network **100**.

The mobile telecommunication network **100** further comprises an engine element **150** that is arranged to redistribute traffic load among critical radio base stations **105** and/or cells **110** and candidate radio base stations **105** and/or cells **110** and to modify one or more radio communication parameters of the critical and candidate radio base stations **105** and/or cells **110** of the mobile telecommunication network **100** accordingly. Preferably, the engine element **150** is arranged to modify the Radio Access Network (RAN; i.e., a portion of the mobile telecommunication network **100** which manages the radio access technology used to provide communications with UE) of the critical and candidate radio base stations **105** and/or cells **110** of the mobile telecommunication network **100**.

In addition, the engine element **150** is further arranged for providing to an Operational Support Systems (OSS) **155** (i.e., a computer system arranged for, at least partially, automatically managing the mobile telecommunication network **100**) the modified values of the parameters in

order to enable the OSS **155** to reconfigure the radio communication parameters of radio base stations **105** and/or cells **110** of the mobile telecommunication network **100** on the basis of such modified values.

5 In one embodiment of the present invention the processing element **130**, the first operating element **135**, the second operating element **140** and/or engine element **150** may be advantageously implemented as a single entity.

10 It should be appreciated that the structure of the mobile telecommunication network **100** may be implemented in any known manner; for example, the system **100** may comprise a plurality of network elements and/or one or more computing networks, either of physical type (e.g., with one or more dedicated machines implementing the monitoring element **120**, storage element **125**, the processing element **130**, the operating elements **135** and **140**, the repository **145**, the engine element **150** and the OSS **155**) or of virtual type (e.g., by implementing one or more virtual machines implementing the monitoring element **120**, storage element **125**, the processing element **130**, the operating elements **135** and **140**, the repository **145**, the engine element **150** and the OSS **155** in a computing network).

Turning now to **Figure 2**, it is a schematic flow diagram of a MLB method **200** according to an embodiment of the present invention.

20 The MLB method **200** according to the present invention is preferably arranged for supervising a (communication) traffic load managed by the radio base stations **105** and/or cells **110** of the mobile telecommunication network **100**. It should be noted that the MLB method **200** according to the present invention may be configured for controlling all the radio base stations **105** and/or cells **110** of the mobile telecommunication network **100** or only a part thereof.

25 Preferably, the MLB method **200** is based on an analysis of traffic load counters *tlc* collected over an observation period *T* of, for example, one month (e.g., considered as a period of 28 days), which are preferably updated at each observation sub-period *uT* having a higher periodicity, e.g. daily.

Initially (block **205**), a traffic load counters update is performed. Traffic load counters *tlc* of the last observation sub-period *uT*, e.g. the last day, and related to the radio base stations **105** and/or cells **110** to be managed by MLB method **200**, are collected.

30 Preferably, the monitoring element **120** collects and stores in the storage element **125** a plurality of traffic load counters *tlc* during each observation sub-period *uT* on a per radio base

station **105** and/or cell **110** basis. For example, each observation sub-period uT comprises a plurality of time intervals dt (e.g., each 15 to 60 minutes long, i.e. 24 to 96 time interval dt are comprised in a 24 hours long observation sub-period uT) and a traffic load counter tfc is collected during each time interval dt for each radio base station **105** and/or cell **110** of the radio base stations **105** and/or cells **110**.

In one embodiment of the present invention, the traffic load counters tfc comprise an information regarding a carried (data) traffic (for example measured in Erlang) $\text{Carried\_Data\_Erlang}_{\text{entity}}$, or $\text{CDE}_{\text{entity}}$, where the term "entity" is herein used to denote a considered traffic managing entity, i.e. the considered radio base station **105** and/or cell **110**) carried by each radio base station **105** and/or cell **110** of the radio base stations **105** and/or cells **110**.

In one embodiment of the present invention, the $\text{CDE}_{\text{entity}}$ may be directly exploited as KPI in order to determine critical and/or candidate radio base stations **105** and/or cells **110**, i.e.:

$$\text{KPI}_{\text{entity}} = \text{CDE}_{\text{entity}}, \quad (1)$$

wherein $\text{KPI}_{\text{entity}}$ is the KPI referred to the radio base station **105** and/or cell **110** associated with the $\text{CDE}_{\text{entity}}$.

It should be noted that also other types of KPI (eventually expressed as a function of different counters provided in the mobile telecommunication network **100**) may be considered in order to optimise the traffic load of the entities (i.e., radio base station **105** and/or cell **110**) of the mobile telecommunication network **100** managed by the MLB method **200**.

For example, in a LTE/LTE-A mobile telecommunication networks a data block (or blocking) probability could be exploited as KPI; in a 3G mobile telecommunication networks occupied spreading codes could be exploited as KPI, and in both 2G and 3G mobile telecommunication networks a data and voice block (or blocking) probability could be exploited as KPI. Subsequently (block **210**), 'native' traffic load counters matrices are generated or updated on a per radio base stations **105** and/or cells **110** basis. Preferably, a native traffics counter vector, referred to a last observation sub-period uT , comprising traffic load counters collected on per radio base stations **105** and/or cells **110** is inserted into the corresponding native traffic load counters matrices while a first vector thereof is discarded (i.e., whenever a new native traffics counter vector is added to the native traffic load counters matrix an oldest traffic counter vector is removed therefrom). In other words, the observation period T defines a wideness of an observation window which is shifted at a pace corresponding to an observation sub-period uT).

As schematically shown in **Figure 3**, a native traffic load counters matrix **300** referred to a radio base station **105** and/or cell **110** comprises C columns, one for each observation sub-period uT , e.g. a day, thus $C = 28$ in the example of **Figure 2**, of the observation period T , and R rows, one for each KPI obtained from a corresponding traffic load counter tfc (i.e., collected in a
 5 corresponding time interval dt , thus $R = 24$ to 96 in the example of **Figure 2**) in an observation sub-period uT of the observation period T . In other words, each generic element i,j of the native traffic load counters matrix **300** corresponds to a traffic load counter tfc associated with the radio base station **105** and/or cell **110** to which the native traffic load counters matrix **300** is referred.

In addition, also averaged traffic load counters matrices are generated or updated on a per
 10 radio base stations **105** and/or cells **110** basis. Averaged traffic load counters matrices are built starting from native traffic load counters matrices.

For example, as schematically shown in **Figure 4**, a generic element i',C of an averaged traffic load counters matrix **400** related to, e.g., of the last observation sub-period uT just added to the native traffic load counters matrix **300** (e.g., the last day – in the C th position in the column of
 15 the traffic load counters matrix **400** – of the twenty-eight days of the one-month observation period T considered in the example of **Figure 2**) may be preferably, although not limitatively, calculated by exploiting one the following formula:

$$\overline{KPI}_{entity}^{i',C} = \frac{1}{N} \cdot \sum_{j=C-N+1}^C KPI_{entity}^{i,j}, \quad (1)$$

where N is an integer number selected between 2 and C (i.e., $2 \leq N \leq C$). In other words, the
 20 generic element i',C of an averaged traffic load counters matrix **400** is the average of a desired number N of elements on the same row i starting from the last element (i.e., element i,C) of the native traffic load counters matrix **300**.

More preferably, in the example of **Figure 2**, in order to taking into account different traffic load condition during working days and non-working days the generic element i',C of an averaged
 25 traffic load counters matrix **400** may be calculated by exploiting one of the two following formulas:

$$\overline{KPI}_{entity}^{i',C} = \frac{1}{N'} \cdot \sum_{j'}^{mon-fri} KPI_{entity}^{i,j}, \quad (2)$$

where N' is an integer number selected between 2 and 20 (i.e., $2 \leq N' \leq 20$), if the last observation sub-period uT corresponds to a working day of the twenty-eight days observation period T (i.e. 20 weekdays are considered in the example of **Figure 2** corresponding to days from Monday to Friday

in each one of the four weeks of the one-month observation period T), or

$$\overline{KPI}_{entity}^{i,C} = \frac{1}{N''} \cdot \sum_{j'}^{sat-sun} KPI_{entity}^{i,j} , \quad (3)$$

where N'' is an integer number selected between 2 and 8 (i.e., $2 \leq N'' \leq 8$), if the last observation sub-period uT corresponds to a non-working day of the twenty-eight days observation period T (i.e., 8 non-working days are considered in the example of **Figure 2** corresponding to Saturdays and Sundays in each one of the four weeks of the one-month observation period T).

Alternatively, the generic element of the averaged traffic load counters matrix **400** related to a generic last observation sub-period uT may be calculated by exploiting the following formula:

$$\overline{KPI}_{entity}^{i,C} = \frac{1}{N'''} \cdot \sum_{j'}^{day1-7} KPI_{entity}^{i,j} , \quad (4)$$

where N''' is an integer number selected between 2 and 4 (i.e., $2 \leq N''' \leq 4$), wherein *day1-7* indicates the same day (e.g., Mondays) of each week of the four week comprised in the twenty-eight days observation period T in the example of **Figure 2**.

Starting from each averaged traffic load counters matrix **400** just computed, a corresponding critical time intervals vector **500** is built (thus, again on a per radio base station **105** and/or cell **110** basis; block **215**).

A 'critical' time interval cdt is herein defined as a time interval dt during which a radio base station **105** and/or cell **110** of the radio base stations **105** and/or cells **110** is subjected to a excessive traffic load.

In one embodiment of the invention, a radio base station **105** and/or cell **110** is considered to be subjected to an excessive traffic load during a time interval dt (i.e., a critical time interval cdt) whether the $\overline{KPI}_{entity}^{i,j}$ referred to the time interval dt exceed a corresponding maximum value KPI_{max} :

$$\overline{KPI}_{entity}^{i,j} > KPI_{max} , \text{ or} \quad (5)$$

$$\overline{KPI}_{entity}^{i,j} > KPI_{max} = CDE_{max} , \quad (5bis)$$

in case CDE_{entity} are directly exploited as KPI. It should be noted that a generic KPI_{max} could be exploited for all the radio base stations **105** and/or cells **110** of the mobile telecommunication networks **100**. Alternatively, different KPI_{max} may be associated with typical environments where the radio base stations **105** and/or cells **110** of the mobile telecommunication networks **100** may be

deployed, e.g. different $KPI_{\max}$ may be defined for “dense urban”, “urban”, “suburban” o “rural” environment types. As a further alternative, in embodiment of the present invention respective $KPI_{\max}$ could be selected for each one of the radio base stations **105** and/or cells **110** of the mobile telecommunication networks **100** according to corresponding implementing hardware / physical location *etc.*

As schematically shown in **Figure 5**, the critical time intervals vector **500** comprises an element indicating a number of critical time intervals cdt identified during each observation sub-period uT , i.e. a day in the example of **Figure 2**, of the observation period T , the observation period T being a month in the example of **Figure 2**. Therefore, the critical time intervals vector **500** is a single row comprising C elements (one for each one of the C columns, or observation sub-period uT , of the corresponding averaged traffic load counters matrix **400**).

Through the critical time intervals vector **500**, for each radio base station **105** and/or cell **110** are identified (block **220**, e.g. by the processing element **130**):

- a number N_{uT}^{crit} of observation sub-periods uT (e.g., days in the example of **Figure 2**) comprising one or more critical time intervals cdt in the observation period T ;

- an average number $\overline{N}_{timeint}^{crit}$ of critical time intervals cdt evaluated by averaging a total number of critical time intervals cdt identified in the averaged traffic load counters matrix **400** by a number of observation sub-periods uT (e.g., days in the example of **Figure 2**) of the observation period T comprising one or more critical time intervals cdt .

The number of observation sub-periods N_{uT}^{crit} and the average number of critical time intervals $\overline{N}_{timeint}^{crit}$ are exploited for evaluating which radio base stations **105** and/or cells **110** of the selected radio base stations **105** and/or cells **110** are critical.

In one embodiment of the invention, a generic radio base station **105** and/or cell **110** is identified (e.g., by the first operating element **135**) as a critical radio base stations **105** and/or cells **110** whether it satisfies at least one of the following conditions:

$$N_{uT}^{crit} \geq N_{uT}^{thr,crit}, \quad (6)$$

where $N_{uT}^{thr,crit}$ is a critical observation sub-periods threshold (e.g., stored in the repository element **145**) indicating a minimum number of observation sub-periods uT within the observation period T (i.e., days within the twenty-eight days in the example of **Figure 2**) comprising one or more critical

time intervals cdt above which the generic radio base station **105** and/or cell **110** is to be considered a critical radio base station **105** and/or cell **110**, and/or

$$\overline{N}_{timeint}^{crit} \geq \overline{N}_{timeintv}^{thr,crit}, \quad (7)$$

where $\overline{N}_{timeintv}^{thr,crit}$ is an average critical time interval threshold (e.g., stored in the repository element **145**) indicating a minimum value of an average number of critical time intervals cdt within observation sub-periods uT in which at least one critical time intervals cdt has been identified above which the generic radio base station **105** and/or cell **110** is to be considered a critical radio base station **105** and/or cell **110**.

It should be noted that a 'sensitivity to criticality' of the MLB method **200** may be adjusted by selecting as a criterion for identifying as critical the radio base stations **105** and/or cells **110** one among the following: verifying only a selected one between condition (6) and (7), verifying one between condition (6) and (7) (i.e., a Boolean logic OR operation), or verifying both condition (6) and (7) (i.e., a Boolean logic AND operation). Indeed, an there is a higher probability (higher sensitivity) that a radio base station **105** and/or cell **110** would be selected as critical by applying a Boolean logic OR operation between conditions (6) and (7), while there is a lower probability (lower sensitivity) that a radio base station **105** and/or cell **110** would be selected as critical by applying a Boolean logic AND operation between conditions (6) and (7), with an 'intermediate' probability that a radio base station **105** and/or cell **110** would be selected as critical by applying only a selected one between conditions (6) and (7). In other words a greater number of radio base stations **105** and/or cells **110** would be considered critical by applying the Boolean logic OR operation between conditions (6) and (7) rather than by applying the Boolean logic AND operation between conditions (6) and (7).

Both the critical observation sub-periods threshold $N_{uT}^{thr,crit}$ and the average critical time interval threshold $\overline{N}_{timeintv}^{thr,crit}$ are preferably defined empirically on the basis of the impact on the operation of the mobile communication network **100**. Even more preferably, the critical observation sub-periods threshold $N_{uT}^{thr,crit}$ and the average critical time interval threshold $\overline{N}_{timeintv}^{thr,crit}$ are defined on the basis of a criterion that tries to limit the number of modification operations to be performed by the MLB method **200** on the radio communication parameters of radio base stations **105** and/or cells **110** of the mobile telecommunication network **100** (e.g., in order to contain a workload of the mobile telecommunication network **100**, due to modification operations, below a desired level).

Conversely, if the number of observation sub-periods N_{uT}^{crit} and the average number of critical time intervals $\bar{N}_{timeint}^{crit}$ associated with the generic radio base station **105** and/or cell **110** does not satisfy condition (6) or/and (7), it may be identified (e.g., by the second operating element **140**) as a candidate radio base station **105** and/or cell **110** whether it satisfies at least one of the following conditions:

$$N_{uT}^{crit} < N_{uT}^{thr,cand}, \quad (8)$$

where $N_{uT}^{thr,cand}$ is a candidate observation sub-periods threshold (e.g., advantageously stored in the repository element **145**) indicating the maximum number of observation sub-period uT within the observation period T (days within the twenty-eight days in the example of **Figure 2**) comprising by one or more critical time intervals cdt below which the generic radio base station **105** and/or cell **110** is considered to be a possible candidate critical radio base station **105** and/or cell **110**, and/or

$$\bar{N}_{timeint}^{crit} < \bar{N}_{timeint}^{thr,cand}, \quad (9)$$

where $\bar{N}_{timeint}^{thr,cand}$ is a candidate average time interval threshold (e.g., advantageously stored in the repository element **145**) indicating the maximum value of the average number of daily critical time intervals cdt within observation sub-periods uT in which at least one critical time interval cdt has been identified below which the generic radio base station **105** and/or cell **110** is to be considered a possible candidate critical radio base station **105** and/or cell **110**.

It should be noted that a 'sensitivity to candidacy' of the MLB method **200** may be adjusted by selecting a criterion for identifying as candidate the radio base stations **105** and/or cells **110** one among the following: verifying only a selected one between condition (8) and (9), verifying one between condition (8) and (9) (i.e., a Boolean logic OR operation), or verifying both condition (8) and (9) (i.e., a Boolean logic AND operation). Indeed, an there is a higher probability (higher sensitivity) that a radio base station **105** and/or cell **110** would be selected as candidate by applying a Boolean logic OR operation between conditions (8) and (9), while there is a lower probability (lower sensitivity) that a radio base station **105** and/or cell **110** would be selected as candidate by applying a Boolean logic AND operation between conditions (8) and (9), with an 'intermediate' probability that a radio base station **105** and/or cell **110** would be selected as candidate by applying only a selected one between conditions (8) and (9). In other words a greater number of radio base stations **105** and/or cells **110** would be considered candidate by applying the Boolean logic OR operation between conditions (8) and (9) rather than by applying the Boolean logic AND operation

between conditions (8) and (9).

Both the candidate observation sub-periods threshold $N_{uT}^{thr,cand}$ and the candidate average time interval threshold $\bar{N}_{timeintv}^{thr,cand}$ are preferably defined empirically on the basis of the impact on the operation of the mobile communication network **100** as previously considered with respect to the

5 the critical observation sub-periods threshold $N_{uT}^{thr,crit}$ and the average critical time interval threshold $\bar{N}_{timeintv}^{thr,crit}$.

For each radio base station **105** and/or cell **110** of the radio base stations **105** and/or cells **110** identified as critical (e.g., by the first operating element **135**) an excess portion KPI_{entity}^{exc} of the value of the corresponding KPI with respect a corresponding maximum KPI value is determined.

10 Preferably, the excess portion KPI_{entity}^{exc} is calculated according to one of the following alternatives:

$$KPI_{entity}^{exc} = KPI_{timeintv}^{max,crit} - KPI_{max}, \quad (10)$$

where $KPI_{timeintv}^{max,crit}$ is an actual maximum KPI value (e.g., advantageously stored in the repository element **145**) individuated considering the elements of the averaged traffic load counters matrix **400**

15 associated with critical time intervals cdt , or

$$KPI_{entity}^{exc} = KPI_{timeintv}^{avg,crit} - KPI_{max}, \quad (11)$$

where $KPI_{timeintv}^{avg,crit}$ is an averaged KPI estimated considering the elements of the averaged traffic load counters matrix **400** associated with critical time intervals cdt .

Conversely, for each radio base station **105** and/or cell **110** of the radio base stations **105**

20 and/or cells **110** identified as candidate (e.g., by the second operating element **140**) may be identified a generic KPI availability $KPI_{entity}^{avlb,timeintv}$ for a generic time interval dt , i.e. accounting for resources available at the candidate radio base station **105** and/or cell **110** to be occupied/used by at least a part of the traffic load of the critical radio base stations **105** and/or cells **110**.

Preferably, the generic KPI availability $KPI_{entity}^{avlb,timeintv}$ in the generic time interval dt is

25 expressed by the relation:

$$KPI_{entity}^{avlb,timeintv} = \max(0, KPI_{max} - KPI_{entity}^{timeintv}), \quad (12)$$

where $KPI_{entity}^{timeintv}$ is the value of the KPI of the candidate radio base station **105** and/or cell **110** during the considered generic time interval dt .

Even more preferably, a KPI availability KPI_{entity}^{avlb} associated with the candidate radio base station **105** and/or cell **110** is calculated. Preferably, the KPI availability KPI_{entity}^{avlb} associated with the candidate radio base station **105** and/or cell **110** is calculated according to one of the following alternatives:

$$KPI_{entity}^{avlb} = KPI_{max} - KPI_{timeintv}^{max,noncrit}, \quad (13)$$

where $KPI_{timeintv}^{max,nonc}$ is a maximum KPI value among the elements of the averaged traffic load counters matrix **400** associated with non-critical time intervals dt , or

$$KPI_{entity}^{avlb} = KPI_{max} - KPI_{timeintv}^{avg,nonc}, \quad (14)$$

where $KPI_{timeintv}^{avg,nonc}$ is an averaged available KPI value estimated on the basis of the averaged traffic load counters matrix **400** associated with non-critical time intervals dt .

In summary, a (first) set of critical radio base stations **105** and/or cells **110** and a (second) set of candidate radio base stations **105** and/or cells **110** are determined at block **220**.

After the individuation of the set of critical radio base stations **105** and/or cells **110** and of the set of candidate radio base stations **105** and/or cells **110**, critical radio base stations **105** and/or cells **110** are sorted in a critical entities list *crit_List* (block **225**) on the basis of the value of the excess portion KPI_{entity}^{exc} .

For example, critical radio base stations **105** and/or cells **110** are listed in a descending order according to the value of the respective excess portions KPI_{entity}^{exc} . In other words, critical radio base stations **105** and/or cells **110** are listed from a 'most' critical radio base station **105** and/or cell **110**, i.e. having the highest value of the respective excess portions KPI_{entity}^{exc} , to a 'least' critical radio base station **105** and/or cell **110**, i.e. having the lowest value of the respective excess portions KPI_{entity}^{exc} .

In this way, critical radio base stations **105** and/or cells **110** are listed starting from the critical radio base station **105** and/or cell **110** experiencing most traffic load above its managing capacity among the critical radio base stations **105** and/or cells **110**.

Preferably (block **230**), starting from the first critical radio base station **105** and/or cell **110** of the critical entities list *crit_List* it is verified whether radio communication parameters of the critical radio base stations **105** and/or cells **110** have not been modified in the last X (e.g., $1 \leq X \leq 10$) iterations of the MLB method **200**.

5 The number X of consecutive iterations is preferably set on the basis of a desired 'aggressiveness' of the MLB method **200**; i.e., the lower the number X the more modifications to the radio communication parameters of the critical radio base stations **105** and/or cells **110** are allowed and *vice-versa*, the greater the number X the less modifications to the radio communication parameters of the critical radio base stations **105** and/or cells **110** are allowed.

10 Advantageously, the number X of consecutive iterations for which radio communication parameters of the critical radio base station **105** and/or cell **110** have not changed, is (generally empirically) selected in order to avoid an excessive number of subsequent changes in radio communication parameters of a same critical radio base station **105** and/or cell **110** when no positive effects are obtained.

15 In the negative case (exit branch **N** of decision block **230**), the radio communication parameters of the current radio base station **105** and/or cells **110** has been recently (i.e., within the last X iterations of the MLB method **200**) modified and cannot be currently modified again; therefore the MLB method **200** proceeds to block **275** described in the following.

20 In the affirmative case (exit branch **Y** of decision block **230**), is defined a subset of candidate radio base stations **105** and/or cells **110**, or candidates subset, of the set of candidate radio base stations **105** and/or cells **110** identified at block **220** adapted to take charge of at least part of the excess of traffic load to which the current critical radio base station **105** and/or cell **110** is subjected.

25 Preferably, although not limitatively, candidate radio base stations **105** and/or cells **110** of the candidates subset are individuated among all the candidate radio base stations **105** and/or cells **110** of the set of candidate on the basis of proximity criteria; e.g., candidate radio base stations **105** and/or cells **110** located in substantially adjacent positions (i.e., neighbouring candidate radio base stations **105** and/or cells **110** located) to the considered critical radio base stations **105** and/or cells **110** under analysis.

30 The candidate radio base stations **105** and/or cells **110** of the candidates subset for a considered critical radio base station **105** and or cell **110** are then sorted in a list *cand_List* (block

235) on the basis of the value of the KPI availability KPI_{entity}^{avlb} .

For example, the candidate radio base stations **105** and/or cells **110** of the candidates subset are listed in a descending order according to a value of the KPI availability KPI_{entity}^{avlb} . In other words, candidate radio base stations **105** and/or cells **110** of the candidates subset are listed from a candidate radio base station **105** and/or cell **110** capable of taking charge a highest amount of traffic load (i.e. having the highest KPI availability KPI_{entity}^{avlb}) to a base station **105** and/or cell **110** capable of taking charge a smallest amount of traffic load (i.e. having the lowest KPI availability KPI_{entity}^{avlb}).

Sorting the candidate radio base stations **105** and/or cells **110** of the candidates subset in a descending order allow limiting a number of candidate radio base stations **105** and/or cells **110** exploited in order to redistributing the excessive traffic load of the considered critical radio base station **105** and/or cell **110**.

Preferably (block **240**), starting from the first candidate radio base station **105** and/or cell **110** of the candidate entities list *cand_List* it is verified whether radio communication parameters of the candidate radio base stations **105** and/or cells **110** have not been modified in the last Y (e.g., $1 \leq Y \leq 10$; possibly $Y = X$) iterations of the MLB method **200**.

In the negative case (exit branch **N** of decision block **240**), the radio communication parameters of the current candidate radio base stations **105** and/or cells **110** of the candidate entities list *cand_List* have been recently (i.e., within the last Y iterations of the MLB method **200**) modified and cannot be currently modified again; therefore, the considered critical radio base station **105** and/or cell **110** cannot be helped by the current candidate radio base station or cell in managing the excessive traffic load and MLB method **200** proceeds at block **280** described in the following.

In the affirmative case (exit branch **Y** of decision block **240**), radio communication parameters of the considered critical radio base station **105** and/or cell **110** and of the candidate radio base station **105** and/or cell **110** are modified (block **245**; by the engine element **150** and routed to the OSS **155**) in such a way that the latter takes charge of at least part of the traffic load of the former. In other words, at least a part of the traffic load is redirected from the considered critical radio base station **105** and/or cell **110** to the selected candidate radio base station **105** and/or cell **110**.

Subsequently (block **250**), the excess portion $KPI_{crit,entity}^{exc}$ of the considered critical radio base station **105** and/or cell **110** and the KPI availability $KPI_{cand,entity}^{avlb}$ of the candidate radio base station **105** and/or cell **110** are updated for taking into account the just performed changes in the respective radio communication parameters:

$$KPI_{crit,entity}^{exc,upd} = \max(0, KPI_{crit,entity}^{exc} - KPI_{cand,entity}^{avlb}), \text{ and} \quad (15)$$

$$KPI_{cand,entity}^{avlb,upd} = \max(0, KPI_{cand,entity}^{avlb} - KPI_{crit,entity}^{exc}). \quad (16)$$

The updated excess portion value $KPI_{crit,entity}^{exc,upd}$ is analyzed in order to determine (decision block **255**) whether the excessive traffic load of the critical radio base station **105** and/or cell **110** has been completely redistributed.

10 Preferably, it is checked whether the updated excess portion value $KPI_{crit,entity}^{exc,upd}$ is equal to zero ($KPI_{crit,entity}^{exc,upd} = 0$).

In the affirmative case (exit branch **Y** of decision block **255**), the updated excess portion value $KPI_{crit,entity}^{exc,upd}$ is equal to zero, all the excess traffic load of the considered critical radio base station **105** and/or cell **110** has been completely redistributed in the mobile telecommunication network **100**; thus, the considered critical radio base station **105** and/or cell **110** is considered 'helped' and is removed (block **270**) from the critical entities list *crit_List* and operation proceeds to decision block **275** described in the following.

In the negative case (exit branch **N** of decision block **255**), the updated excess portion value $KPI_{crit,entity}^{exc,upd}$ is different from zero, i.e. the excessive traffic load to which the considered critical radio base station **105** and/or cell **110** has not yet been completely redistributed in the mobile telecommunication network **100**, it is checked (decision block **280**) whether the end of the candidate entities list *cand_List* has been reached or not (i.e., whether the candidate radio base station **105** and/or cell **110** just used for assisting the considered critical radio base station **105** and/or cell **110** was the last in the candidate entities list *cand_List*).

25 In the negative case (exit branch **N** of decision block **280**), the end of the candidate entities list *cand_List* has not been reached, it is taken into account (block **290**) the next candidate radio base station or cell and the operation returns to decision block **240**.

In the affirmative case (exit branch **Y** of decision block **280**), the end of the candidate

entities list *cand_List* has been reached, and operation proceeds at decision block **265** where it is checked whether traffic load of the considered critical radio base station **105** and/or cell **110** has been at least partially reduced.

In the negative case (exit branch **N** of decision block **265**), no candidate radio base stations **105** and/or cells **110** adapted to take charge of at least part of the traffic load of the considered critical radio base station **105** and/or cell **110** has been found and operation proceeds at block **275** described in the following.

In the affirmative case (exit branch **Y** of decision block **265**), at least part of the traffic load of the considered critical radio base station **105** and/or cell **110** has been redistributed to candidate radio base stations **105** and/or cells **110**, thus the considered critical radio base station **105** and/or cell **110** is considered 'partially helped' and is removed (block **270**) from the critical entities list *crit_List* and operation proceeds to decision block **275**.

At decision block **275** it is checked whether the end of the critical entities list *crit_List* has been reached or not (i.e., whether the critical radio base station **105** and/or cell **110** just considered was the last critical radio base station **105** and/or cell **110** in the critical entities list *crit_List*).

In the negative case (exit branch **N** of decision block **275**), the end of the critical entities list *crit_List* has not been reached, it is taken into account (block **285**) the next critical radio base station or cell and the operation returns to decision block **230** for selecting a next critical radio base station **105** and/or cell **110** from the critical entities list *crit_List*.

In the affirmative case (exit branch **Y** of decision block **275**), the end of the critical entities list *crit_List* has been reached, thus the MLB method **200** stops (block **260**) the current iteration (i.e. the iteration subsequent to the acquisition of traffic load counters *ctf* referred to the last observation sub-period uT).

It should be noted that the MLB method **200** is preferably iterated with a frequency corresponding to the observation sub-period uT ; i.e. daily.

Thanks to the MLB method **200** just described it is possible to effectively redistribute excessive traffic load suffered by a radio base station **105** and/or cell **110** of the mobile telecommunication network **100** to other adequate radio base stations **105** and/or cells **110** (i.e., candidate radio base stations **105** and/or cells **110** of the candidates subset) of the mobile telecommunication network **100** in a completely automatic manner.

Turning now to **Figure 6**, it is a schematic flow diagram of an alternative MLB method **600**

according to another embodiment of the present invention.

The MLB method **600** according to the present invention differs from the MLB method **200** in the following.

5 The MLB method **600** is based on an analysis of traffic load counters *tfc* collected over a observation period T' of, for example, a single day, which are preferably updated at each observation sub-period uT' having a higher periodicity. Preferably, the observation sub-periods uT' are set equal to time intervals dt' previously considered and therefore in the following reference will be made simply to time intervals dt' .

10 For example, time intervals may be set to be 15 to 60 minutes long, i.e. 24 to 96 update time intervals dt' are comprised in a 24 hours long observation period T' .

Initially (block **605**), a traffic load counters update is performed. Traffic load counters *tfc* of the last time interval dt' , e.g. last time interval, and related to the radio base stations **105** and/or cells **110** to be managed by MLB method **600**, are collected.

15 Preferably, the monitoring element **120** collects, and stores in the storage element **125**, a traffic load counter *tfc* during each time interval dt' for each radio base station **105** and/or cell **110** of the radio base stations **105** and/or cells **110**.

20 In one embodiment of the present invention, the traffic load counters *tfc* comprise an information regarding a carried traffic (for example measured in Erlang) $\text{Carried\_Data\_Erlang}_{\text{entity}}$, or $\text{CDE}_{\text{entity}}$ (where "entity" denotes the considered radio base station **105** and/or cell **110**) carried by each radio base station **105** and/or cell **110** of the radio base stations **105** and/or cells **110**.

In one embodiment of the present invention, the $\text{CDE}_{\text{entity}}$ may be directly exploited as KPI in order to determine critical and/or candidate radio base stations **105** and/or cells **110**, i.e.:

$$\text{KPI}_{\text{entity}} = \text{CDE}_{\text{entity}}, \quad (17)$$

25 wherein $\text{KPI}_{\text{entity}}$ is the KPI referred to the radio base station **105** and/or cell **110** associated with the $\text{CDE}_{\text{entity}}$.

Also in the case of the MLB method **600** other types of KPI (eventually expressed as a function of different counters provided in the mobile telecommunication network **100**) may be considered in order to optimise the traffic load of the 'entities' (i.e., radio base station **105** and/or cell **110**) of the mobile telecommunication network **100** managed by the MLB method **600**.

Subsequently (block **610**), 'native' traffic load counters vectors are generated or updated on a per radio base stations **105** and/or cells **110** basis. Preferably, a native traffics counter element, referred to a last time interval, is generated or updated on per radio base stations **105** and/or cells **110** and inserted into the corresponding native traffic load counters vector while a first element thereof is discarded. In other words, the observation period T defines a wideness of an observation window which is shifted at a pace corresponding to an observation sub-period uT .

As schematically shown in **Figure 7**, a native traffic load counters vector **700** referred to a radio base station **105** and/or cell **110** basis comprises E elements, one for each time interval dt' , e.g. a day, thus $E = 24$ to 96 in the example of **Figure 6**, of the observation period T . In other words, each generic element z of the native traffic load counters vector **700** corresponds to a traffic load counter tfc associated with the radio base station **105** and/or cell **110** to which the native traffic load counters vector **700** is referred.

In addition, for each radio base station **105** and/or cell **110** a flags vector is generated or updated. Flags vector are built starting from native traffic load counters vector.

For example, as schematically shown in **Figure 8**, a generic a flags vector **800** comprises E elements or flags, one for each time interval dt' , e.g. a day, thus $E = 24$ to 96 in the example of **Figure 6**, of the observation period T . Each generic flag z' of a flags vector **800** related to a corresponding time interval dt' may be set to zero (0) or to one (1).

In one embodiment of the present invention, the generic flag z' of a flags vector **800** is set to one whether the time interval dt' is considered critical for the radio base station **105** and/or cell **110** is considered critical, else the flag z' is set to zero.

Also in the MLB method **600** a 'critical' time interval cdt' is defined as a time interval dt' during which a radio base station **105** and/or cell **110** of the radio base stations **105** and/or cells **110** is subjected to a excessive traffic load.

In one embodiment of the invention, a radio base station **105** and/or cell **110** is considered to be is subjected to an excessive traffic load during a critical time interval cdt' whether the KPI_{entity} referred to the time interval dt' exceed a corresponding maximum value KPI_{max} :

$$KPI_{entity} > KPI_{max}, \text{ or} \quad (18)$$

$$KPI_{entity} > KPI_{max} = CDE_{max}, \quad (18bis)$$

in case CDE_{entity} are directly exploited as KPI.

Through the flags vector **800**, for each radio base station **105** and/or cell **110** are identified (block **620**, e.g. by the processing element **130**):

- a total number of critical time intervals $N_{\text{timeintv}}^{\text{crit,tot}}$, i.e. critical time interval cdt' detected within the observation period T , and

5 - a number of consecutive critical time intervals $N_{\text{timeintv}}^{\text{crit,cons}}$, i.e. critical time interval cdt' preferably counted from the last time intervals dt' acquired within the observation period T .

- a number of consecutive non-critical time intervals $N_{\text{timeintv}}^{\text{non-crit,cons}}$, i.e. non-critical time interval cdt' counted from the last time intervals dt' acquired within the observation period T .

The total number of critical time intervals $N_{\text{timeintv}}^{\text{crit,tot}}$ and the number of consecutive critical time
10 intervals $N_{\text{timeintv}}^{\text{crit,cons}}$ are exploited for evaluating which radio base stations **105** and/or cells **110** of the radio base stations **105** and/or cells **110** are critical.

In one embodiment of the invention, a generic radio base station **105** and/or cell **110** is identified (e.g., by the first operating element **135**) as a critical radio base stations **105** and/or cells **110** whether it satisfies at least one of the following conditions:

$$15 \quad N_{\text{timeintv}}^{\text{crit,tot}} \geq N_{\text{timeintv}}^{\text{thr,crit,tot}}, \quad (19)$$

where $N_{\text{timeintv}}^{\text{thr,crit,tot}}$ is a critical time interval threshold (e.g., stored in the repository element **145**) indicating a minimum number of critical time intervals cdt' within an observation period above which the generic radio base station **105** and/or cell **110** is considered critical, and

$$N_{\text{timeintv}}^{\text{crit,cons}} \geq N_{\text{timeintv}}^{\text{thr,crit,cons}}, \quad (20)$$

20 where $N_{\text{timeintv}}^{\text{thr,crit,cons}}$ is a critical consecutive time interval threshold (e.g., stored in the repository element **145**) indicating a minimum number of consecutive of critical time intervals cdt within the observation period T and, preferably, counted from the last time interval dt acquired, above which the generic radio base station **105** and/or cell **110** is considered critical.

The critical time interval threshold $N_{\text{timeintv}}^{\text{thr,crit,tot}}$ and the critical consecutive time interval
25 threshold $N_{\text{timeintv}}^{\text{thr,crit,cons}}$ are preferably defined empirically on the basis of the impact on the operation of the mobile communication network **100** as described above with respect to the MLB method **200**.

It should be noted that a 'sensitivity to criticality' of the MLB method **600** may be adjusted

by selecting as a criterion for identifying as critical the radio base stations **105** and/or cells **110** one among the following: verifying only a selected one between condition (19) and (20), verifying one between condition (19) and (20) (i.e., a Boolean logic OR operation), or verifying both condition (19) and (20) (i.e., a Boolean logic AND operation) similarly as described above with respect to the MLB method **200**.

Conversely, if the total number of critical time intervals $N_{\text{timeintv}}^{\text{crit,tot}}$ and the number of consecutive critical time intervals $N_{\text{timeintv}}^{\text{crit,cons}}$ associated with the generic radio base station **105** and/or cell **110** does not satisfy condition (19) or/and (20), it may be identified (e.g., by the second operating element **140**) as a candidate radio base station **105** and/or cell **110** whether it satisfies at least one of the following conditions:

$$N_{\text{timeintv}}^{\text{crit,tot}} < N_{\text{timeintv}}^{\text{thr,cand,tot}}, \quad (21)$$

where $N_{\text{timeintv}}^{\text{thr,cand,tot}}$ is a candidate time interval threshold (e.g., advantageously stored in the repository element **145**) indicating a maximum number of critical time intervals cdt detected within an observation period T below which the generic radio base station **105** and/or cell **110** is considered a possible candidate, and

$$N_{\text{timeintv}}^{\text{non-crit,cons}} \geq N_{\text{timeintv}}^{\text{thr,non-crit,cons}}, \quad (22)$$

where $N_{\text{timeintv}}^{\text{thr,non-crit,cons}}$ is a candidate consecutive time interval threshold (e.g., advantageously stored in the repository element **145**) indicating a minimum value of number of consecutive non critical time intervals cdt within the observation period T and, preferably, counted from the last interval acquired above which the generic radio base station **105** and/or cell **110** is considered a possible candidate.

Again, the candidate time interval threshold $N_{\text{timeintv}}^{\text{thr,cand,tot}}$ and the candidate consecutive time interval threshold $N_{\text{timeintv}}^{\text{thr,non-crit,cons}}$ are preferably defined empirically on the basis of the impact on the operation of the mobile communication network **100** with similar criteria described above with respect to the MLB method **200**.

It should be noted that a 'sensitivity to candidacy' of the MLB method **600** may be adjusted by selecting as a criterion for identifying as candidate the radio base stations **105** and/or cells **110** one among the following: verifying a selected one between condition (19) and (20), verifying one between condition (19) and (20) (i.e., a Boolean logic OR operation), or verifying both

condition (19) and (20) (i.e., a Boolean logic AND operation) similarly as described above with respect to the MLB method **200**.

It should be noted that the thresholds of the relations from (19) up to (22) should respect the following conditions:

$$5 \quad N_{\text{timeintv}}^{\text{thr,crit,cons}} < N_{\text{timeintv}}^{\text{thr,crit,tot}} ; \quad (23)$$

$$N_{\text{timeintv}}^{\text{thr,cand,tot}} \leq N_{\text{timeintv}}^{\text{thr,crit,tot}} , \text{ and} \quad (24)$$

$$N_{\text{timeintv}}^{\text{thr,cand,tot}} \leq N_{\text{timeintv}}^{\text{thr,crit,cons}} . \quad (25)$$

For each radio base station **105** and/or cell **110** of the set of radio base stations **105** and/or cells **110** identified as critical (e.g., by the first operating element **135**) an excess portion $KPI_{\text{entity}}^{\text{exc}}$ of the value of the corresponding KPI with respect to a corresponding maximum KPI value is determined.

Preferably, the excess portion $KPI_{\text{entity}}^{\text{exc}}$ is calculated according to one of the following alternatives:

$$KPI_{\text{entity}}^{\text{exc}} = KPI_{\text{timeintv}}^{\text{max,crit}} - KPI_{\text{max}} , \quad (10)$$

15 where $KPI_{\text{timeintv}}^{\text{max,crit}}$ is, in the example of **Figure 6**, an actual maximum KPI value individuated among the elements of the corresponding native traffic load counters vector **700** associated with critical time intervals cdt' , or

$$KPI_{\text{entity}}^{\text{exc}} = KPI_{\text{timeintv}}^{\text{avg,crit}} - KPI_{\text{max}} , \quad (11)$$

20 where $KPI_{\text{timeintv}}^{\text{avg,crit}}$ is, in the example of **Figure 6**, an averaged maximum KPI estimated averaging the values of the elements of the corresponding native traffic load counters vector **700** associated with critical time intervals cdt' .

Conversely, for each radio base station **105** and/or cell **110** of the set of radio base stations **105** and/or cells **110** identified as candidate (e.g., by the second operating element **140**) it is identified a KPI availability $KPI_{\text{entity}}^{\text{avlb,timeintv}}$, i.e. accounting for resources available at the candidate radio base station **105** and/or cell **110** to be occupied/used by a part of the load of the critical radio base stations **105** and/or cells **110**.

Preferably, KPI availability $KPI_{\text{entity}}^{\text{avlb,timeintv}}$ in a generic time interval dt' is expressed by the

relation:

$$KPI_{entity}^{avib,timeintv} = \max(0, KPI_{max} - KPI_{entity}^{timeintv}), \quad (12)$$

where $KPI_{entity}^{timeintv}$ is the value of the KPI of the candidate radio base station **105** and/or cell **110** during the considered time interval dt' .

5 Using the relation (12), a KPI availability KPI_{entity}^{avib} associated with the candidate radio base station **105** and/or cell **110** is calculated.

Preferably, the KPI availability KPI_{entity}^{avib} associated with the candidate radio base station **105** and/or cell **110** is calculated according to one of the following alternatives:

$$KPI_{entity}^{avib} = KPI_{max} - KPI_{timeintv}^{max,nocrit}, \quad (13)$$

10 where $KPI_{timeintv}^{max,nocrit}$ is, in the example of **Figure 6**, a maximum available KPI value the elements of the of the native traffic load counters vector **700** associated with non-critical time intervals dt' , or

$$KPI_{entity}^{avib} = KPI_{max} - KPI_{timeintv}^{avg,nocrit}, \quad (14)$$

15 where $KPI_{timeintv}^{avg,nocrit}$ is, in the example of **Figure 6**, an averaged available KPI estimated averaging the values of the element of the corresponding native traffic load counters vector **700** associated with non-critical time intervals dt' .

After the individuation of the set of the critical radio base stations **105** and/or cells **110** and of the set of candidate radio base stations **105** and/or cells **110**, critical radio base stations **105** and/or cells **110** are sorted in a critical entities list *crit_List* (block **625**) on the basis of the value of the excess portion KPI_{entity}^{exc} as discussed before.

20 Preferably the first critical radio base station **105** and/or cell **110** of the critical entities list *crit_List*, is initially selected in order to redistribute its excessive part of its traffic load.

Next, it is searched (decision block **630**) a candidates subset radio base stations **105** and/or cells **110**, candidates subset in the following, adapted to take charge of at least part of the excess of traffic load to which the selected critical radio base station **105** and/or cell **110** is
25 subjected.

Preferably, although not limitatively, candidate radio base stations **105** and/or cells **110** of the candidates subset are individuated among all the candidate radio base stations **105** and/or cells

110 on the basis of proximity criteria (e.g., candidate radio base stations **105** and/or cells **110** located adjacent to the considered critical radio base stations **105** and/or cells **110** under analysis).

In the negative case (exit branch **N** of decision block **630**), i.e. no candidate radio base stations **105** and/or cells **110** are individuated among the set of candidate subset radio base stations **105** and/or cells **110**, operation proceeds at block **635** described in the following.

In the affirmative case (exit branch **Y** of decision block **630**), i.e. at least one candidate radio base station **105** and/or cell **110** adapted to take charge of at least part of the excess of traffic load of the selected critical radio base station **105** and/or cell **110** is found, the candidate radio base stations **105** and/or cells **110** of the candidates subset are then sorted in a list *cand_List* (block **640**) on the basis of the value of the total KPI availability KPI_{entity}^{avb} .

For example, the candidate radio base stations **105** and/or cells **110** of the candidates subset are listed in a descending order according to a value of the KPI availability KPI_{entity}^{avb} . In other words, candidate radio base stations **105** and/or cells **110** of the subset are listed from a candidate radio base station **105** and/or cell **110** capable of taking charge a highest amount of traffic load (i.e. having the highest KPI availability KPI_{entity}^{avb}) to a base station **105** and/or cell **110** capable of taking charge a smallest amount of traffic load (i.e. having the lowest KPI availability KPI_{entity}^{avb}).

Starting from the first candidate radio base station **105** and/or cell **110** in the candidate entities list *cand_List*, radio communication parameters of the considered critical radio base station **105** and/or cell **110** and of the candidate radio base station **105** and/or cell **110** are modified (block **645**) in such a way that the latter takes charge of at least part of the traffic load of the former. In other words, at least a part of the traffic load is redirected from the considered critical radio base station **105** and/or cell **110** to the candidate radio base station **105** and/or cell **110**.

Subsequently (block **650**), the excess portion $KPI_{crit,entity}^{exc}$ of the considered critical radio base station **105** and/or cell **110** and the KPI availability $KPI_{cand,entity}^{avb}$ of the candidate radio base station **105** and/or cell **110** are updated for taking into account the just performed changes in the respective radio communication parameters:

$$KPI_{crit,entity}^{exc,upd} = \max(0, KPI_{crit,entity}^{exc} - KPI_{cand,entity}^{avb}), \text{ and} \quad (15)$$

$$KPI_{cand,entity}^{avb,upd} = \max(0, KPI_{cand,entity}^{avb} - KPI_{crit,entity}^{exc}). \quad (16)$$

The updated excess portion value $KPI_{crit,entity}^{exc,upd}$ is analyzed in order to determine (decision block **655**) whether the excessive traffic load of the critical radio base station **105** and/or cell **110** has been completely redistributed.

Preferably, it is checked whether the updated excess portion value $KPI_{crit,entity}^{exc,upd}$ is equal to
 5 zero ($KPI_{crit,entity}^{exc,upd} = 0$).

In the affirmative case (exit branch **Y** of decision block **655**), the updated excess portion value $KPI_{crit,entity}^{exc,upd}$ is equal to zero, all the excess traffic load the considered critical radio base station **105** and/or cell **110** has been completely redistributed in the mobile telecommunication network **100**, and operation proceeds at block **660** that set to zero all the elements of the flags vector **800**.

10 It should be noted that in the MLB method **600** based on an observation period T of a day, i.e. performing a daily traffic load counters analysis, with an observation period equal to a time interval, a mechanism for controlling consecutive iterations of the MLB method **600** on radio communication parameters of a same critical radio base station **105** and/or cell **110** is not implemented (i.e., it is not implemented an operation step corresponding to block **230** of the MLB
 15 method **200** previously described) since a critical radio base station **105** and/or cell **110** of which the radio communication parameters have been modified is not reconsidered before a minimum number of iteration of the MLB method **600**:

$$\min(N_{timeintv}^{thr,crit,tot}, N_{timeintv}^{thr,crit,cons}), \quad (26)$$

This operates as an implicit mechanism for avoiding consecutive iterations of the MLB
 20 method **600** on a same critical radio base station **105** and/or cell **110**. In facts, the 'just helped' radio base station **105** and/or cell **110** with the elements of the corresponding flag vector **800** set to zero may be considered again as being critical at least after a number of iteration (i.e., time intervals dt in the example of **Figure 6**) of the MLB method **600** equal to the threshold related to the total number of critical time intervals $N_{timeintv}^{thr,crit,tot}$ or equal to the threshold related to the number of
 25 consecutive critical time intervals $N_{timeintv}^{thr,crit,cons}$.

In the negative case (exit branch **N** of decision block **655**), the updated excess portion value $KPI_{crit,entity}^{exc,upd}$ is different from zero, i.e. the excessive traffic load to which the considered critical radio base station **105** and/or cell **110** has not yet been completely redistributed in the mobile telecommunication network **100**, thus it is checked (decision block **665**) whether the end of the

candidate entities list *cand_List* has been reached or not (i.e., whether the candidate radio base station **105** and/or cell **110** just used for assisting the considered critical radio base station **105** and/or cell **110** was the last in the candidate entities list *cand_List*).

5 In the negative case (exit branch **N** of decision block **665**), the end of the candidate entities list *cand_List* has not been reached, a next candidate radio base station **105** and/or cell **110** from the candidate entities list *cand_List* adapted to receive at least part of the remaining excessive traffic load associated with the considered critical radio base station **105** and/or cell **110** is selected (block **670**) and operation returns to block **645** for redistributing the remaining excessive traffic load of the selected critical radio base station **105** and/or cell **110**.

10 In the affirmative case (exit branch **Y** of decision block **665**), the end of the candidate entities list *cand_List* has been reached, and operation proceeds at decision block **660**.

The considered critical radio base station **105** and/or cell **110** is considered 'helped' (or at least partially helped) and is removed (block **660**) from the critical entities list *crit_List*, all the elements of the corresponding flag vector **800** are set to zero (i.e., the considered critical radio base station **105** and/or cell **110** is not considered critical anymore for a minimum number of new time intervals dt given by the formula (26)).

Subsequently (decision block **635**), it is checked whether the end of the critical entities list *crit_List* has been reached or not (i.e., whether the critical radio base station **105** and/or cell **110** just considered was the last in the critical entities list *crit_List*).

20 In the negative case (exit branch **N** of decision block **635**), the end of the critical entities list *crit_List* has not been reached, a next critical radio base station **105** and/or cell **110** from the critical entities list *crit_List* is selected (block **675**), and operation returns to block **630** for searching candidate radio base stations **105** and/or cells **110** adapted to take charge of at least part of the excess of traffic load of the critical radio base station **105** and/or cell **110** just selected.

25 In the affirmative case (exit branch **Y** of decision block **635**), the end of the critical entities list *crit_List* has been reached, thus the MLB method **200** stops the current iteration (block **680**).

It should be noted that both the methods according to embodiments of the present invention may be based not only on the use of the traffic load counters coming from network elements of the mobile telecommunication network **100** but also on the use of traffic load forecast obtainable by means of mathematical models capable of providing an estimation of the traffic load on a per radio base station **105** and/or cell **110** basis.

30

It should be noted that the MLB method **600** is iterated with a frequency corresponding to the observation sub-period uT ; i.e. at each time interval dt (every 15 – 60 minutes).

In a further embodiment of the invention, a traffic estimation process exploits network traffic load counters referred to one or more of previous observation periods, e.g. one or more previous months (different from a current observation period T , e.g. month or day, to be analysed by the MLB method) for extracting traffic trends (e.g., changes in the traffic load over time) associated with each radio base station **105** and/or cell **110** managed through the MLB methods of above.

It should be noted that the MLB methods according the present invention may be implemented totally in software, partly in software and partly in hardware, or totally in hardware within the mobile communication network **100**. For example, the method according to an embodiment of the present invention may be implemented by a properly programmed computer or network of computers, possibly geographically distributed and integrated in the mobile telecommunication network **100**; preferably the MLB methods **200** and **600** according the present invention are implemented in a hardware/software suite capable to implement a set of SON features and algorithms.

CLAIMS

1. A method (200; 600) of balancing a traffic load among at least a part of traffic managing entities (105; 110) of a mobile telecommunication network (100) comprising a plurality of traffic managing entities (105; 110), the method comprising:

5 collecting (205; 605) traffic-related data referred to said at least a part of traffic managing entities (105; 110);

 identifying (220; 620) a first set of traffic managing entities (105; 110) managing an excessive traffic load on the basis of such traffic-related data;

 identifying (220; 620) a second set of traffic managing entities (105; 110) adapted to take
10 charge of at least part of the excessive traffic load to which traffic managing entities (105; 110) of first set of traffic managing entities (105; 110) are subjected;

 for each traffic managing entity (105; 110) of the first set of traffic managing entities (105; 110):

 determining (235 - 240; 630) at least one traffic managing entity (105; 110) of the
15 second set of traffic managing entities (105; 110) adapted to take charge of at least part of the excessive traffic load managed by said traffic managing entity (105; 110) of the first set of traffic managing entities (105; 110);

 assigning (245; 635) at least part of the excessive traffic load to which said traffic managing entity (105; 110) of first set of traffic managing entities (105; 110) is subjected to
20 the determined at least one least one traffic managing entity (105; 110) of the second set of traffic managing entities (105; 110), and

 adjusting (245; 635) radio communication parameters of said traffic managing entity (105; 110) of the first set of traffic managing entities (105; 110) and of said
25 determined at least one traffic managing entity (105; 110) of the second set of traffic managing entities (105; 110) thereby redistributing traffic load on the basis of such assigning.

2. The method (200; 600) according to claim 1, wherein the step of collecting (205; 605) traffic-related data referred to said at least a part of traffic managing entities (105; 110) comprises:

30 either collecting traffic load counters from at least a part of traffic managing entities (105;

110) of a mobile telecommunication network (**100**), or

collecting traffic load forecasts obtainable by means of mathematical models capable of providing an estimation of traffic load managed by the at least a part of traffic managing entities (**105; 110**) of a mobile telecommunication network (**100**).

5

3. The method (**200; 600**) according to claim 1 or 2, wherein the step of collecting (**205; 605**) traffic-related data referred to said at least a part of traffic managing entities (**105; 110**) comprises:

10 collecting at least one traffic-related datum of said traffic-related data during each one of a plurality of predetermined observation time sub-periods comprised in an observation time period.

4. The method (**200; 600**) according to claim 3, wherein collecting (**205; 605**) at least one traffic-related datum of said traffic-related data during each one of a plurality of predetermined observation time sub-periods comprised in an observation time period further comprises:

15 collecting a traffic-related datum of the at least one of said traffic-related data during a corresponding time interval, each predetermined observation time sub-period comprising at least one time interval.

5. The method (**200; 600**) according to claim 3 or 4, further comprising, for each traffic managing entities (**105; 110**) of said at least a part of traffic managing entities (**105; 110**), at least one among:

determining a number of observation time sub-periods of said observation time period during at least part of which the traffic managing entity (**105; 110**) manages an excessive traffic load on the basis of such traffic-related data;

25 determining a first number of consecutive observation time sub-periods of said observation time period during at least part of which the traffic managing entity (**105; 110**) manages an excessive traffic load on the basis of such traffic-related data,

determining a second number of consecutive observation time sub-periods counted of said observation time period during at least part of which the traffic managing entity (**105; 110**) does not manages an excessive traffic load on the basis of such traffic-related data.

30

6. The method (200) according to claim 4 or claim 5 when depending on claim 4, further comprising for each traffic managing entities (105; 110) of said at least a part of traffic managing entities (105; 110):

5 determining an average number of time intervals of the observation time period during which the traffic managing entity (105; 110) manages an excessive traffic load on the basis of such traffic-related data.

7. The method (200; 600) according to claim 6, wherein determining an average number of
10 time intervals of the observation time period during which the traffic managing entity (105; 110) manages an excessive traffic load on the basis of such traffic-related data comprises:

 averaging a total number of time intervals of the observation time period during which the traffic managing entity (105; 110) manages an excessive traffic load by a number of observation time sub-periods of said observation time period during at least part of which the traffic managing
15 entity (105; 110) manages an excessive traffic load.

8. The method (200; 600) according to any one of the preceding claims 5 to 7, wherein the step of determining a first number of consecutive observation time sub-periods of said observation time period during at least part of which the traffic managing entity (105; 110) manages an
20 excessive traffic load on the basis of such traffic-related data comprises:

 counting the first number of consecutive observation time sub-periods starting from a last observation sub-period of the observation period, and

 wherein the step of determining a second number of consecutive observation time sub-periods counted of said observation time period during at least part of which the traffic managing
25 entity (105; 110) does not manages an excessive traffic load on the basis of such traffic-related data comprises:

 counting the second number of consecutive observation time sub-periods starting from a last observation sub-period of the observation period.

30 9. The method (200; 600) according to any one of the preceding claims 5 to 8, wherein the

step of identifying (220; 620) a first set of traffic managing entities (105; 110) managing an excessive traffic load on the basis of such traffic-related data comprises:

identifying a traffic managing entity (105; 110) as belonging to the first set of traffic managing entities (105; 110) whether it is verified at least one condition between:

5 said number of observation time sub-periods of said observation time period during at least part of which a traffic managing entity (105; 110) manages an excessive traffic load is equal to, or greater than, a corresponding number threshold, and

 said first number of consecutive observation time sub-periods of said observation time period during at least part of which a traffic managing entity (105; 110) manages an excessive traffic load is equal to, or greater than, a corresponding consecutive number threshold.

10

10. The method (200) according to any one of the preceding claims 6 to 9 when depending on claim 6, wherein the step of identifying (220; 620) a first set of traffic managing entities (105; 110) managing an excessive traffic load on the basis of such traffic-related data further comprises:

15

identifying a traffic managing entity (105; 110) as belonging to the first set of traffic managing entities (105; 110) whether:

 said average number of time intervals of the observation time period during which the traffic managing entity (105; 110) manages an excessive traffic load on the basis of such traffic-related data is equal to, or greater than, a corresponding average number threshold.

20

11. The method (200; 600) according to any one of the preceding claims 5 to 10, wherein the step of identifying (220; 620) a second set of traffic managing entities (105; 110) adapted to take charge of at least part of the excessive traffic load to which traffic managing entities (105; 110) of first set of traffic managing entities (105; 110) are subjected on the basis of such traffic-related data comprises:

25

identifying a traffic managing entity (105; 110) as belonging to the second set of traffic managing entities (105; 110) whether it is verified at least one condition between::

30 said number of observation time sub-periods of said observation time period for

which the traffic managing entity (105; 110) does manage an excessive traffic load is lower than a corresponding further number threshold, and

5 said second number of consecutive observation time sub-periods of said observation time period during at least part of which a traffic managing entity (105; 110) does not manage an excessive traffic load is equal to, or greater than, a corresponding further consecutive number threshold.

12. The method (200; 600) according to any one of the preceding claims 6 to 11, when depending on claim 6, wherein the step of identifying (220; 620) a second set of traffic managing
10 entities (105; 110) adapted to take charge of at least part of the excessive traffic load to which traffic managing entities (105; 110) of first set of traffic managing entities (105; 110) are subjected on the basis of such traffic-related data further comprises:

 identifying a traffic managing entity (105; 110) as belonging to the second set of traffic managing entities (105; 110) whether:

15 said average number of time intervals of the observation time period during which the traffic managing entity (105; 110) manages an excessive traffic load on the basis of such traffic-related data is lower than a corresponding further average number threshold.

13. The method (200; 600) according to any one of the preceding claims, wherein the step
20 of determining (235 - 240; 630) at least one traffic managing entity (105; 110) of the second set of traffic managing entities (105; 110) adapted to take charge of at least part of the excessive traffic load managed by said traffic managing entity (105; 110) of the first set of traffic managing entities (105; 110) comprises:

25 selecting said at least one traffic managing entity (105; 110) of the second set of traffic managing entities (105; 110) on the basis of a proximity to said traffic managing entity (105; 110) of the first set of traffic managing entities (105; 110).

14. The method (200; 600) according to any one of the preceding claims 3 to 13, wherein collecting at least one of said traffic-related data during each one of a plurality of predetermined
30 observation time sub-periods comprised in an observation time period further comprises:

collecting at least one of said traffic-related data during consecutive predetermined observation time sub-periods, and

considering as observation time period a predefined number of observation time sub-periods by discarding an oldest observation time sub period of the predefined number of observation time sub periods whenever at least one of said traffic-related data are collected in a
5 newest observation time sub-period.

15. The method (200; 600) according to any one of the preceding claims, wherein the step of determining (235 - 240; 630) at least one traffic managing entity (105; 110) of the second set of traffic managing entities (105; 110) adapted to take charge of at least part of the excessive traffic load managed by said traffic managing entities (105; 110) of the first set of traffic managing entities (105; 110) comprises:

evaluating an amount of excessive traffic load of each traffic managing entity (105; 110) of the first set of traffic managing entities (105; 110), and

15 determining at least one traffic managing entity (105; 110) of the second set of traffic managing entities (105; 110) adapted to take charge of at least part of the excessive traffic load of each traffic managing entity (105; 110) of the first set of traffic managing entities (105; 110) starting from a traffic managing entity (105; 110) of the first set of traffic managing entities (105; 110) associated with a greater amount of excessive traffic load.

20

16. The method (200; 600) to claim 15, wherein the step of determining (235 - 240; 630) at least one traffic managing entity (105; 110) of the second set of traffic managing entities (105; 110) adapted to take charge of at least part of the excessive traffic load managed by said traffic managing entities (105; 110) of the first set of traffic managing entities (105; 110) comprises:

25 evaluating an amount of traffic load that may be took in charge by each traffic managing entity (105; 110) of the second set of traffic managing entities (105; 110), and

wherein said determined at least one traffic managing entity (105; 110) of the second set of traffic managing entities (105; 110) comprises two or more traffic managing entities (105; 110) of the second set of traffic managing entities (105; 110), and the step of assigning (245; 635) at least
30 part of the excessive traffic load to which said traffic managing entity (105; 110) of first set of traffic

managing entities (105; 110) is subjected to the two or more one traffic managing entities (105; 110) of the second set of traffic managing entities (105; 110) comprises:

5 adjusting radio communication parameters of said two or more traffic managing entities (105; 110) of the second set of traffic managing entities (105; 110) starting from a traffic managing entity (105; 110) of said two or more traffic managing entities (105; 110) of the second set of traffic managing entities (105; 110) which has been evaluated as able to take in charge a greatest amount of traffic load.

10 17 The method (200; 600) according to any one of the preceding claims 4 to 16, wherein the step of identifying (220; 620) a first set of traffic managing entities (105; 110) managing an excessive traffic load on the basis of such traffic-related data comprises for each traffic managing entities (105; 110) at least a part of traffic managing entities (105; 110) comprises:

determining a corresponding performance indicator referred to traffic-related data in each time interval comprised in the observation time sub-periods of the observation time period, and

15 considering a traffic managing entities (105; 110) managing an excessive traffic load during a time interval whether the corresponding performance indicator trespasses a predetermined performance indicator threshold.

20 18. The method (200; 600) according to claim 17 when depending on claim 14, wherein determining a corresponding performance indicator referred to each time interval comprised in the observation time sub-periods of the observation time period comprises:

25 determining a corresponding average performance indicator referred to each one of the time intervals by summing together all the performance indicator referred to corresponding time interval in different observation time sub-periods and dividing by a total number of observation time sub-period comprised in the observation time period.

19. The method (200; 600) according to claim 17 when depending on claim 14, further comprising

30 setting the observation time sub-period to a day and the observation time period to at least a week, and

wherein determining a corresponding performance indicator referred to each time interval comprised in the observation time sub-periods of the observation time period comprises:

5 determining a corresponding a first average performance indicator referred to each one of the time intervals associated with a time observation sub-period corresponding to a working day by summing together all the performance indicator referred to corresponding time interval in different observation time sub-periods corresponding only to working days and dividing by a total number of observation time sub-period corresponding only to working days comprised in the observation time period set to at least one week, or

10 determining a corresponding a second average performance indicator referred to each one of the time intervals associated with a time observation sub-period corresponding to a non-working day by summing together all the performance indicator referred to corresponding time interval in different observation time sub-periods corresponding only to non-working days and dividing by a total number of observation time sub-period corresponding only to non-working days comprised in the observation time period set to at least one week.

20. The method (200; 600) according to claim 17 when depending on claim 14, further comprising

20 setting the observation time sub-period to a day and the observation time period to at least two weeks, and

wherein determining a corresponding performance indicator referred to each time interval comprised in the observation time sub-periods of the observation time period comprises:

25 determining a corresponding average performance indicator referred to each one of the time intervals associated with a time observation sub-period corresponding to a same day of a week by summing together all the performance indicator referred to corresponding time interval in different observation time sub-periods corresponding only to corresponding days of the at least two weeks and dividing by a total number of observation time sub-periods corresponding only to corresponding days of the time period set to at least two weeks.

30

21. The method (200; 600) according to claim 17 when depending on claim 14, further comprising

setting the observation time sub-period equal to a time interval and the observation time equal to a day.

5

22. A system for balancing a traffic load among at least a part of traffic managing entities (105; 110) of a mobile telecommunication network (100) comprising a plurality of traffic managing entities (105; 110), the system comprising:

10 a monitoring element (120) arranged for collecting traffic-related data referred to said at least a part of traffic managing entities (105; 110);

a first operating element (135) arranged for identifying a first set of traffic managing entities (105; 110) managing an excessive traffic load on the basis of such traffic-related data;

15 a second operating element (140) arranged for identifying a second set of traffic managing entities (105; 110) adapted to take charge of at least part of the excessive traffic load to which traffic managing entities (105; 110) of first set of traffic managing entities (105; 110) are subjected;

an engine element (150) that, for each traffic managing entity (105; 110) of the first set of traffic managing entities (105; 110), is arranged for:

20 determining at least one traffic managing entity (105; 110) of the second set of traffic managing entities (105; 110) adapted to take charge of at least part of the excessive traffic load managed by said traffic managing entity (105; 110) of the first set of traffic managing entities (105; 110);

25 assigning at least part of the excessive traffic load to which said traffic managing entity (105; 110) of first set of traffic managing entities (105; 110) is subjected to the determined at least one least one traffic managing entity (105; 110) of the second set of traffic managing entities (105; 110), and

adjusting radio communication parameters of said traffic managing entity (105; 110) of the first set of traffic managing entities (105; 110) and of said determined at least one traffic managing entity (105; 110) of the second set of traffic managing entities (105; 110).

30

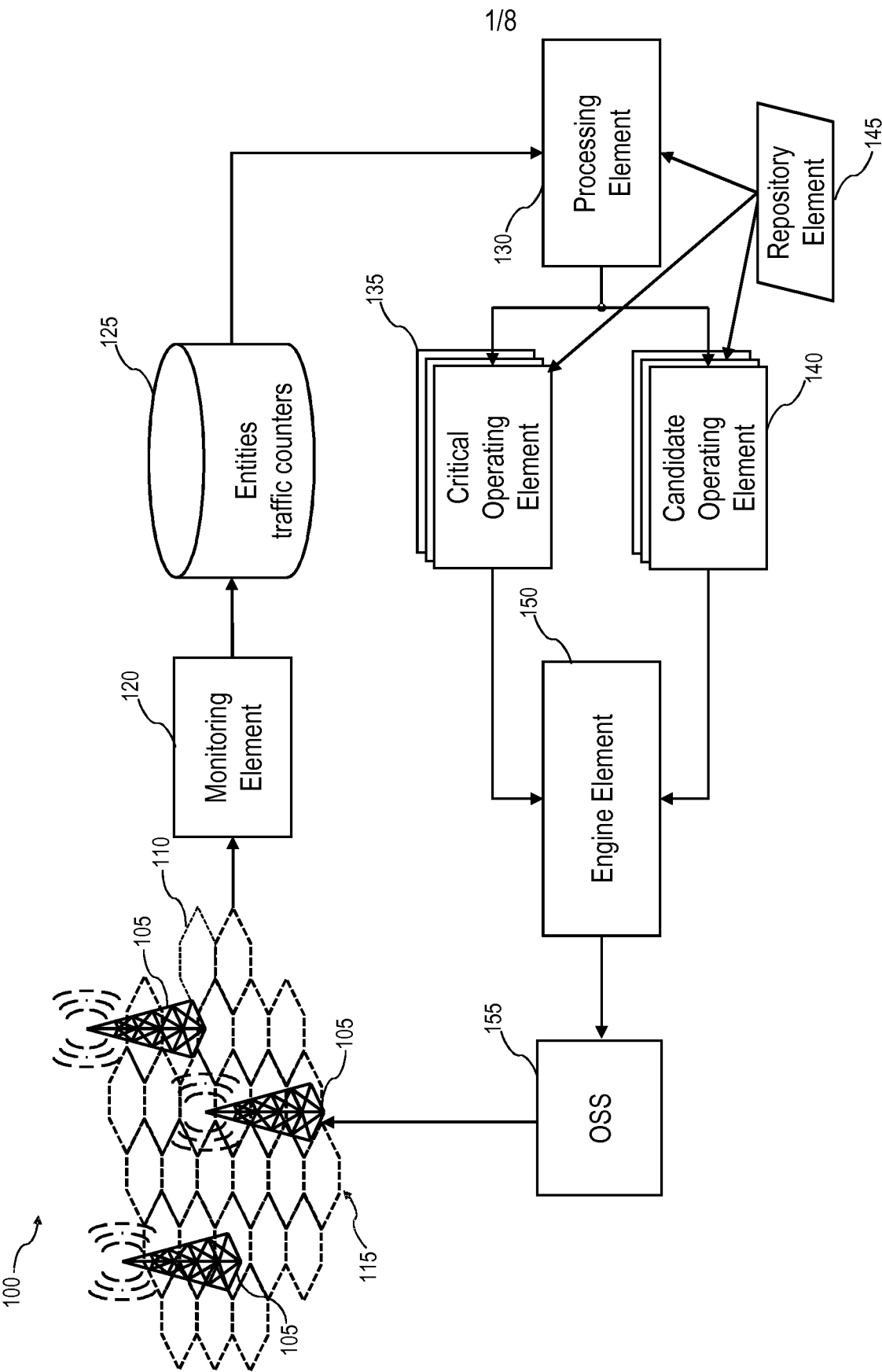
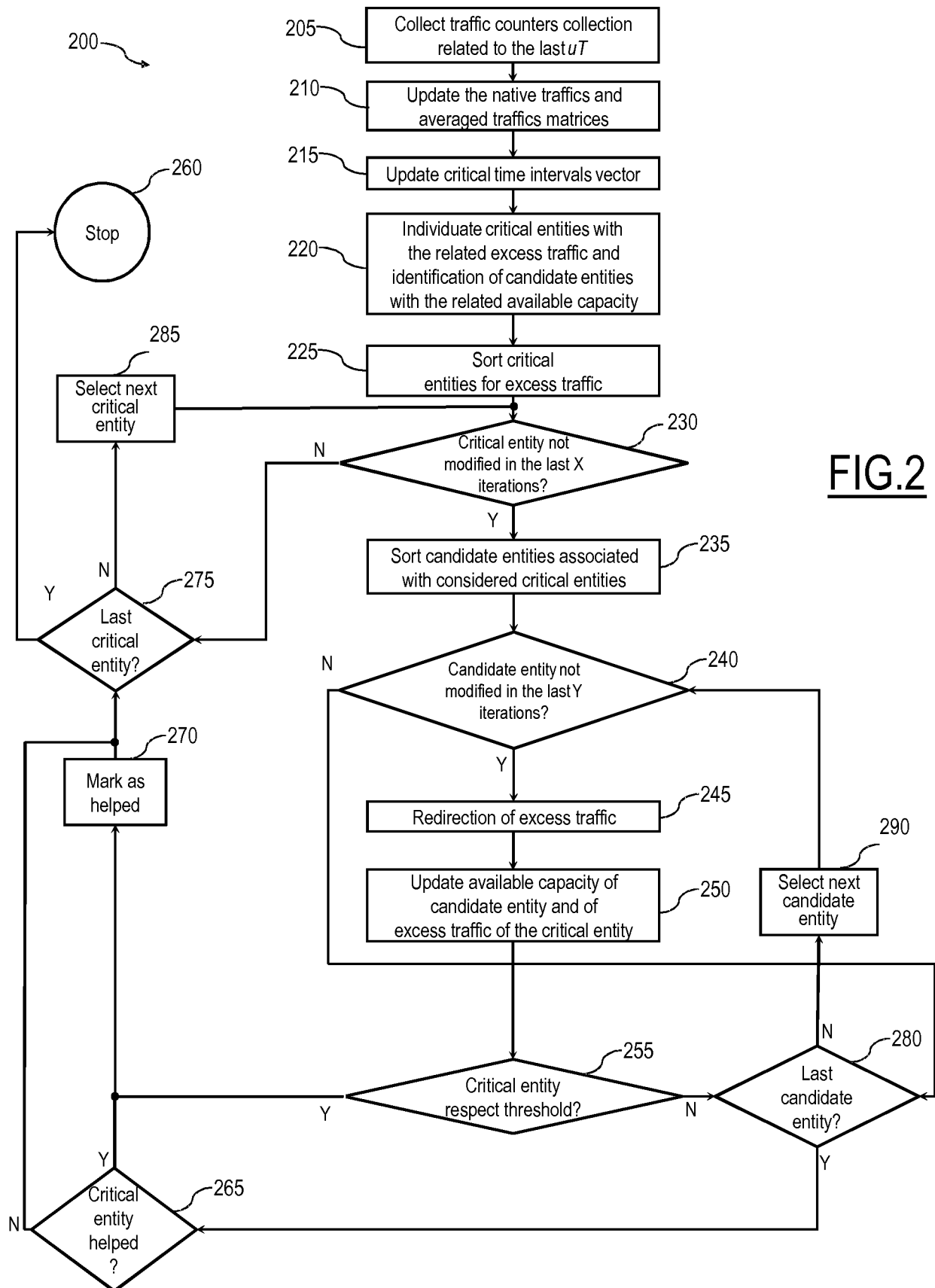


FIG.1

2/8



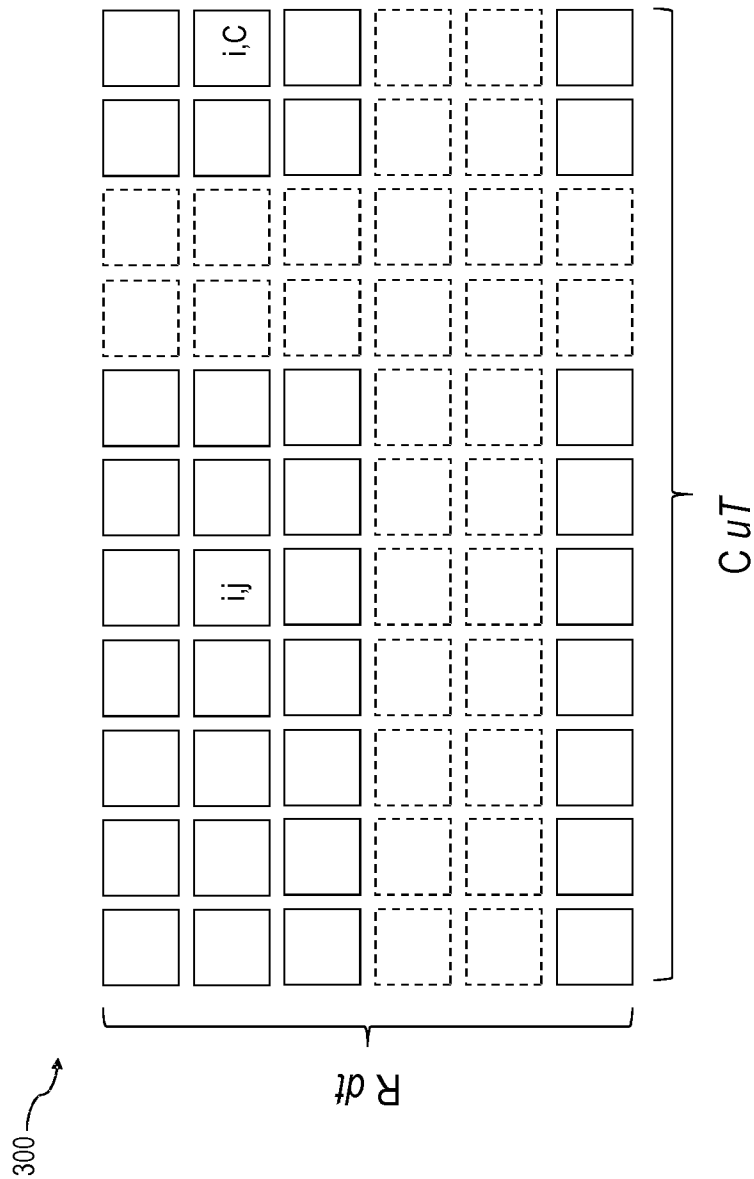


FIG.3

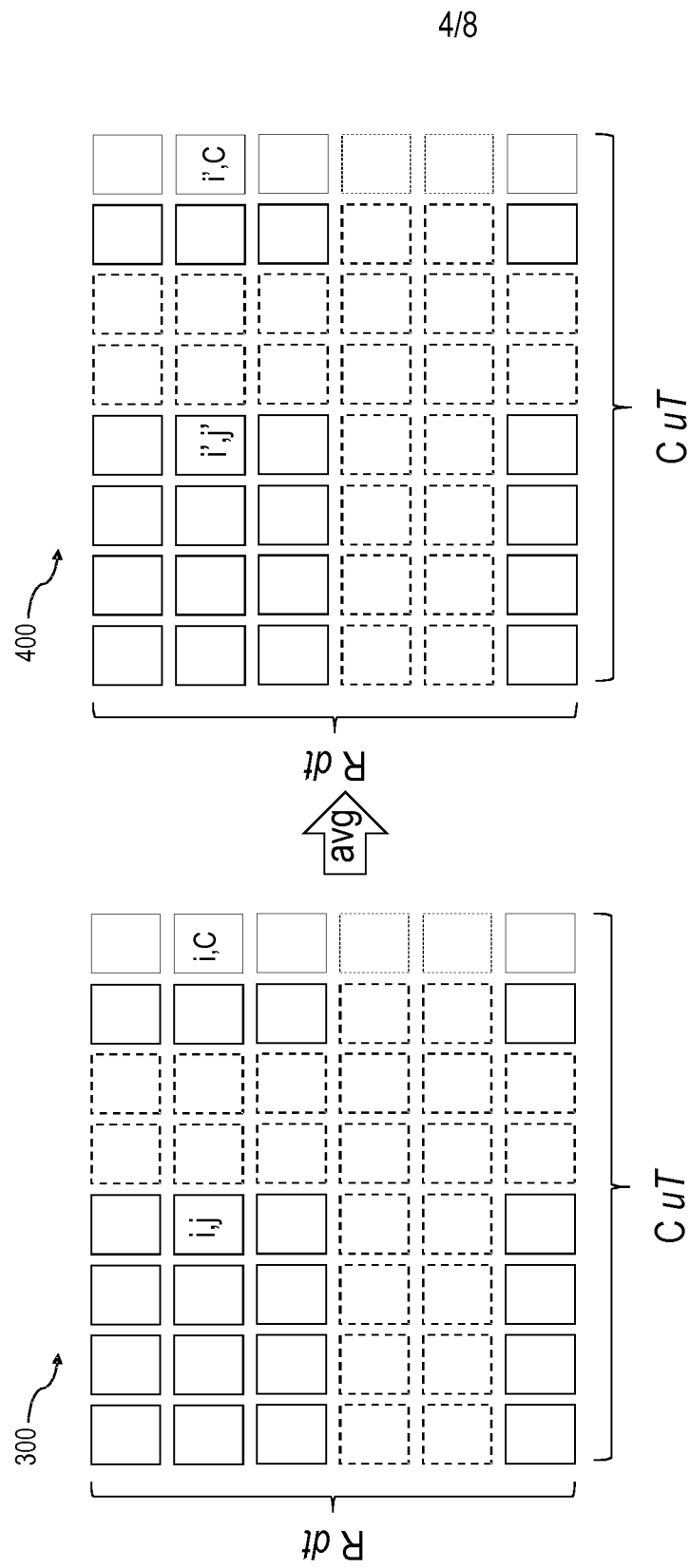


FIG.4

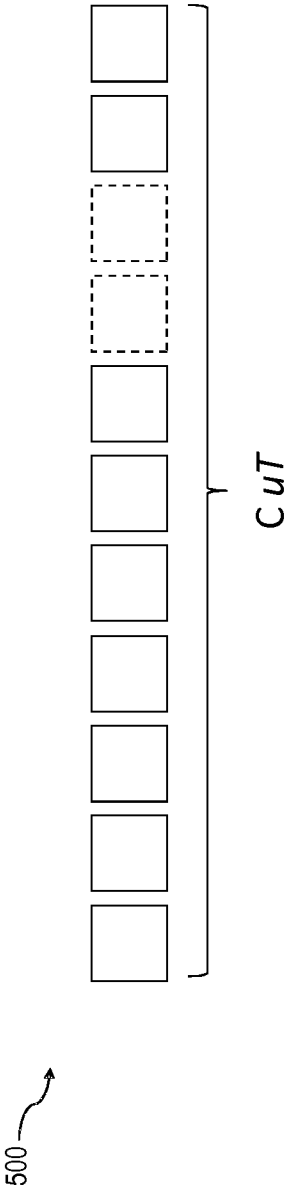


FIG.5

6/8

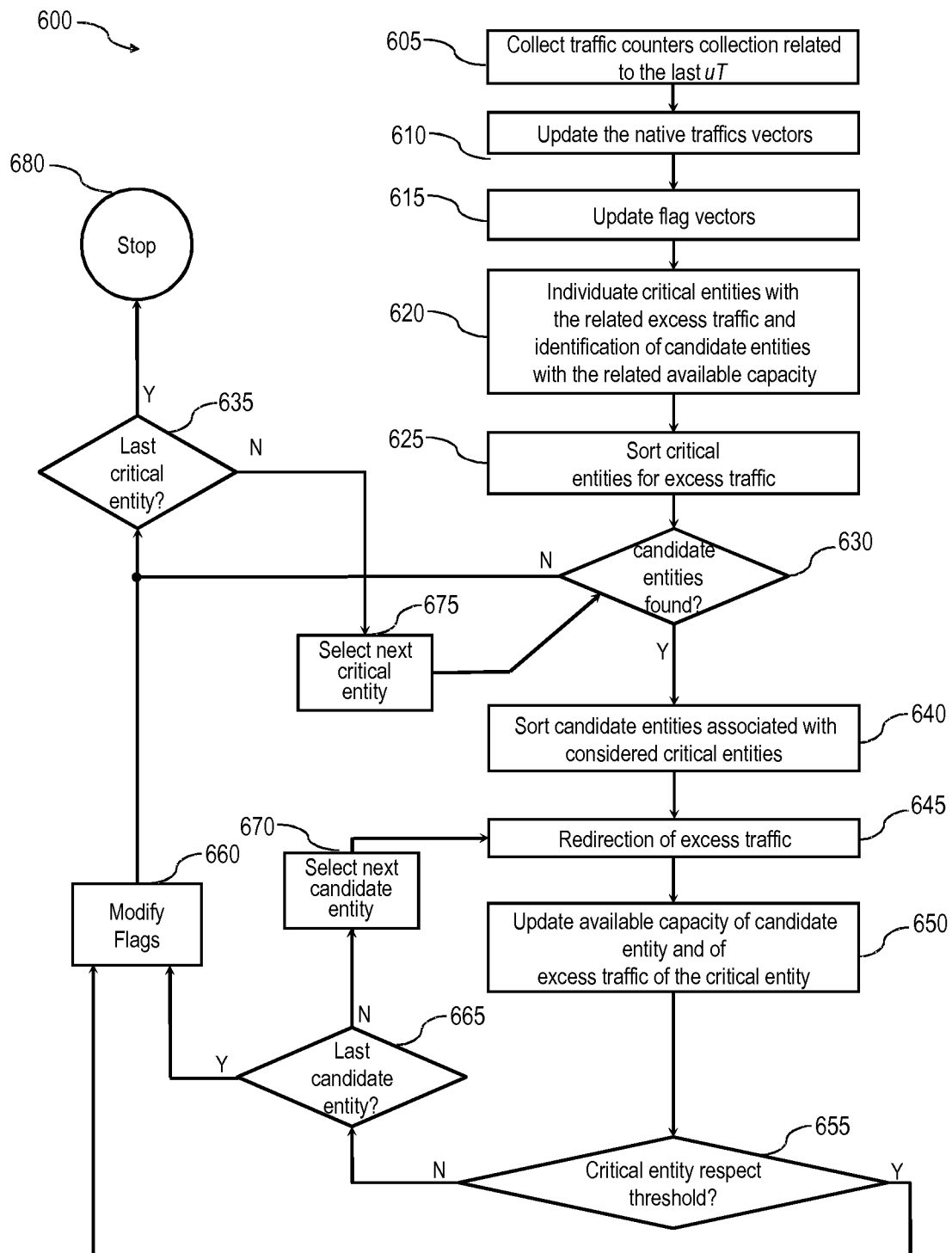


FIG.6

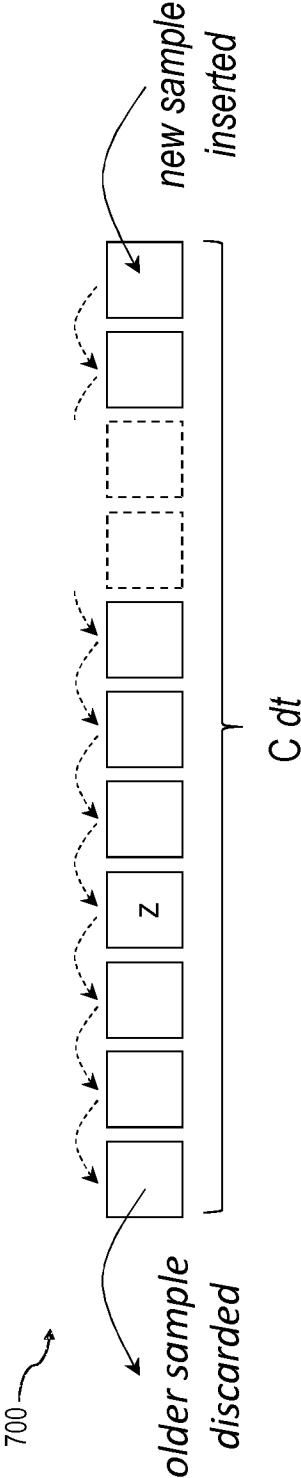


FIG.7

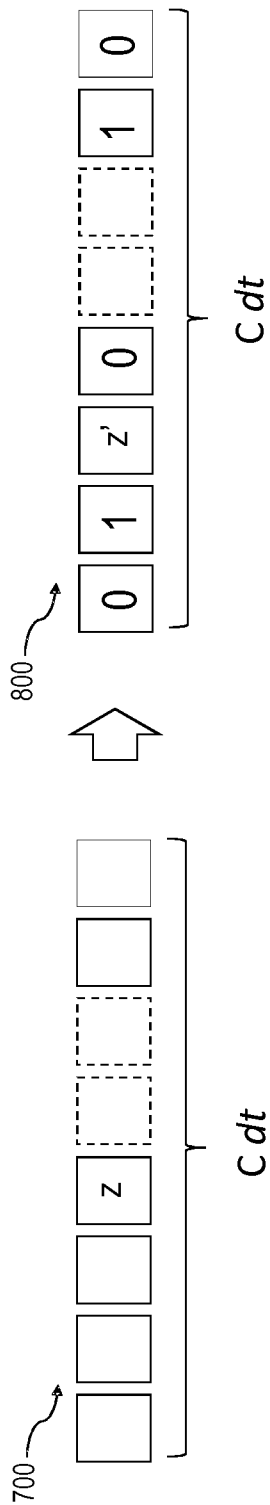


FIG.8

INTERNATIONAL SEARCH REPORT

International application No
PCT/EP2015/064789

A. CLASSIFICATION OF SUBJECT MATTER

INV. H04W28/08

ADD. H04W24/02 H04W36/22

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

H04W

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

EPO-Internal, WPI Data, INSPEC

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	US 2014/242991 A1 (YANOVER VLADIMIR [IL] ET AL) 28 August 2014 (2014-08-28)	1,22
Y	paragraph [0069] - paragraph [0073] paragraph [0076] - paragraph [0083] claim 1; figure 3	2-21
Y	----- EP 2 169 994 A2 (OPTIMI CORP [US]) 31 March 2010 (2010-03-31) paragraph [0007] - paragraph [0008] paragraph [0010] - paragraph [0011] paragraph [0014] paragraph [0026] - paragraph [0027] paragraph [0033] - paragraph [0046] claims 1-7; figures 2-4 ----- -/-	2-21



Further documents are listed in the continuation of Box C.



See patent family annex.

* Special categories of cited documents :

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"E" earlier application or patent but published on or after the international filing date

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"O" document referring to an oral disclosure, use, exhibition or other means

"P" document published prior to the international filing date but later than the priority date claimed

"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art

"&" document member of the same patent family

Date of the actual completion of the international search

2 March 2016

Date of mailing of the international search report

09/03/2016

Name and mailing address of the ISA/

European Patent Office, P.B. 5818 Patentlaan 2
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Authorized officer

Donnini, Carlo Luca

INTERNATIONAL SEARCH REPORT

International application No
PCT/EP2015/064789

C(Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	Sören Hahn ET AL: "Mobility Load Balancing - A Case Study: Simplified vs. Realistic Scenarios Mobility Load Balancing - A Case Study: Simplified vs. Realistic Scenarios", 26 May 2014 (2014-05-26), XP055254400, Retrieved from the Internet: URL:http://www.fp7-semafour.eu/media/cms_page_media/9/SEMAFOUR_2014_COSTIC1004_TD(14)10030.pdf [retrieved on 2016-03-01] cited in the application I. INTRODUCTION; II. MOBILITY LOAD BALANCING; III. SIMULATION APPROACH AND SCENARIOS; IV. SIMULATION RESULTS. -----	1-22

INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No

PCT/EP2015/064789

Patent document cited in search report	Publication date	Patent family member(s)	Publication date
US 2014242991	A1	28-08-2014	NONE

EP 2169994	A2	31-03-2010	EP 2169994 A2 31-03-2010
		US 2010075682 A1	25-03-2010
