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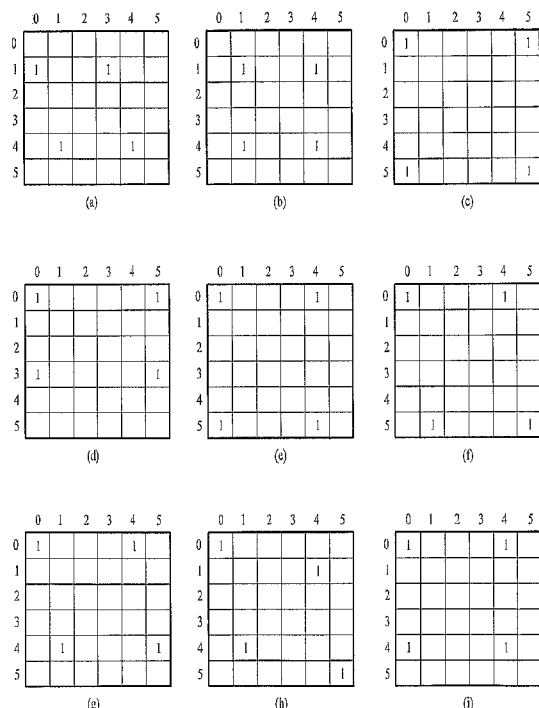
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[Continued on next page]

(54) Title: METHOD FOR TRANSMITTING AND RECEIVING DATA USING PILOT STRUCTURE

FIG. 4



(57) Abstract: A method for efficiently transmitting and receiving data in a wireless access system and a pilot allocation structure for the same are provided. In one aspect of the present invention, a method for transmitting and receiving data in a wireless access system, the method including transmitting data using a resource block constructed taking into consideration channel estimation capabilities and data transfer rate, and receiving data using the resource block. Here, the resource block may have a 6x6 structure constructed with 6 OFDM symbols and 6 subcarriers, and one or more first pilot symbols may be allocated to prescribed OFDM symbols of a first subcarrier and a fifth subcarrier of the resource block. Moreover, the first pilot symbols may be allocated to the resource block at a predetermined allocation rate taking into consideration a number of transmit antennas.



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【DESCRIPTION】**【Invention Title】**

METHOD FOR TRANSMITTING AND RECEIVING DATA USING PILOT
STRUCTURE

5

【Technical Field】

The present invention relates to a method for
efficiently transmitting and receiving data in a wireless
access system and a pilot subcarrier allocation structure
10 for efficient data transmission.

【Background Art】

The following is a brief description of a channel
estimation method and pilot signals.

15 To detect a synchronous signal, a receiver should have
information regarding wireless channels such as attenuation,
phase shift, or time delay. Here, the term "channel
estimation" refers to estimation of the reference phase and
the size of each carrier. Wireless channel environments
20 have fading characteristics such that the condition of a
channel irregularly changes in the time and frequency
domains as time passes. Channel estimation serves to
estimate the amplitude and phase of such a channel. Namely,
channel estimation serves to estimate a frequency response

of a wireless link or a wireless channel.

In one channel estimation method, a reference value is estimated based on pilot symbols of several base stations using a two-dimensional channel estimator. Here, the term
5 "pilot symbols" refers to symbols that do not contain actual data but instead have high power to support carrier phase synchronization and acquisition of base station information. The transmitting and receiving ends can perform channel estimation using such pilot symbols.
10 Specifically, the transmitting and receiving ends estimate a channel using pilot symbols known to both the transmitting and receiving ends and reconstruct data using the estimated value.

FIG. 1 illustrates an example of a general pilot
15 structure used in a single-transmit-antenna structure.

The pilot structure of FIG. 1 is applied when one transmit antenna is used. When one antenna is used, two pilot subcarriers are used for each even symbol and two pilot subcarriers are used for each odd symbol. In this
20 case, an overhead of about 14.28% may occur due to pilot subcarriers.

FIG. 2 illustrates an example of a general pilot structure used in a two-transmit-antenna structure.

In downlink, Space-Time Coding (STC) is used to

provide high-order transmit diversity. Here, two or more transmit antennas are needed to support STC.

As shown in FIG. 2, two transmit antennas (first and second antennas) can simultaneously transmit different data symbols. Here, data symbols are repeatedly transmitted in the time domain (space-time) and the frequency domain (space-frequency). Accordingly, the pilot structure of FIG. 2 can exhibit higher capabilities when transmitting data although receiver complexity is increased.

The method of allocating data in the example of FIG. 2 can be changed in order to use two antennas having the same channel estimation capabilities. A respective pilot symbol is transmitted twice through each antenna. The position of the pilot symbol is changed over four symbol durations. Symbols are counted starting from the beginning of the current region, and the first symbol number is even.

In the example of FIG. 2, pilot subcarriers are used for channel estimation. Here, an overhead of about 14.28% may occur due to pilot subcarriers.

FIG. 3 illustrates an example of a general pilot structure used in a four-transmit-antenna structure.

When four antennas (first, second, third, and fourth antennas) are used, transmit diversity can be improved, compared to when two antennas are used. Even when four

antennas are used, the pilot structure of FIG. 3 can exhibit the same channel estimation capabilities as when two transmit antennas are used.

As shown in FIG. 3, respective pilot channels of the 5 antennas are allocated to each symbol. For example, when one symbol includes 14 subchannels, respective pilots of the four antennas are allocated to subcarriers of each symbol. Thus, an overhead of about 28.57% may occur due to pilot subcarriers.

10 As described above, an overhead of about 14.28% may occur due to pilot subcarriers when one transmit antenna is used and when two transmit antennas are used. In addition, an overhead of about 28.57% may occur due to pilot subcarriers when four transmit antennas are used.

15 **【Disclosure】**

【Technical Problem】

Permutation methods that are generally used include Partial Usage of Subchannel (PUSC), Full Usage of Subchannel (FUSC), and Adaptive Modulation and Coding (AMC).

20 The permutation methods may use different pilot subcarrier allocation structures.

This is because different optimal structures can be defined for the permutation methods since the permutation methods are separated in time. A unified basic data

allocation structure is required when the permutation methods are present together in time.

It can be seen from FIGs. 1 to 3 that significant overhead occurs due to pilot subcarriers in the conventional Orthogonal Frequency Division Multiplexing (OFDM) system. Such pilot overhead may reduce link throughput, thereby causing a reduction in system capabilities. The conventional pilot structures have a problem in that they do not maintain commonality between a plurality of antennas in a multiple-antenna system. Thus, conventional pilot structures have a problem in that transfer rate is reduced when pilot overhead is significant.

An object of the present invention devised to solve the problems lies on providing a method for efficiently transmitting data.

Another object of the present invention devised to solve the problem lies on providing a pilot subcarrier allocation structure that can be applied to a system having multiple transmit antennas in order to increase data transfer rate.

A further object of the present invention devised to solve the problem lies on providing a data allocation structure unified for a variety of permutation methods.

A further object of the present invention devised to

solve the problem lies on providing methods of minimizing interferences with neighbor base stations by cyclically shifting or position shifting prescribed pilot allocation structures satisfying the above objects and using the
5 shifted pilot allocation structures.

【Technical Solution】

To achieve the objects of the present invention, the present invention provides a method for efficiently
10 transmitting data in a wireless access system. The present invention also provides a pilot allocation structure for efficient data transmission.

In one aspect of the present invention, a method for transmitting and receiving data in a wireless access system,
15 the method including transmitting data using a resource block constructed taking into consideration channel estimation capabilities and data transfer rate, and receiving data using the resource block. Here, the resource block may have a 6x6 structure constructed with 6 OFDM
20 symbols and 6 subcarriers, and one or more first pilot symbols may be allocated to prescribed OFDM symbols of a first subcarrier and a fifth subcarrier of the resource block. Moreover, the first pilot symbols may be allocated to the resource block at a predetermined allocation rate

taking into consideration a number of transmit antennas.

The first pilot symbols may be allocated to a first OFDM symbol and a fifth OFDM symbol of the first subcarrier and to a second OFDM symbol and a sixth OFDM symbol of the fifth subcarrier.

The resource block may include second pilot symbols generated by shifting each of the first pilot symbols on a 1 subcarrier basis.

The resource block may include the first pilot symbols and the second pilot symbols.

The first pilot symbols may be allocated at intervals of 2 OFDM symbols or at intervals of 3 OFDM symbols taking into consideration a coherent time of a moving speed of a terminal.

The predetermined allocation rate of the first pilot symbols may have a range of substantially 11.11%.

The predetermined allocation rate of the pilot symbols may have a range of substantially 22.22%.

For boosting power of the first pilot symbols and the second pilot symbols respectively, power may be borrowed from at least one data symbol included in each OFDM symbol to which the first pilot symbols and the second pilot symbols are allocated.

The transmit antenna may support, as a multiple-

antenna transmission scheme, at least one of Spatial Frequency Block Coding (SFBC), Spatial Time Block Coding (STBC), and Spatial Multiplexing (SM).

When the transmit antenna supports SFBC, the pilot
5 symbols may be located adjacent to each other in a frequency domain.

When the transmit antenna supports STBC, the pilot symbols may be located adjacent to each other in a time domain.

10 The first pilot symbols may be cyclically shifted on a prescribed OFDM symbol basis.

The first pilot symbols may be cyclically shifted on a prescribed subcarrier basis.

At least one of the pilot symbols may be allocated to
15 each edge of the resource block.

The pilot symbols may perform position shift within a prescribed region located at each edge of the resource block.

The prescribed region may have a 2x2 structure
20 established from each edge of the resource block.

When the first pilot symbols are used for a first antenna and the second pilot symbols are used for a second antenna, the first antenna and the second antenna may be discriminated using different codes.

When the first pilot symbols are used for a second antenna and the second pilot symbols are used for a first antenna, the first antenna and the second antenna are discriminated using different codes.

5 When a first user and a second user perform collaborative transmission using one or more transmit antennas, the first and second users may be discriminated using different codes.

10 When a first user and a second user perform collaborative transmission, the first user and the second user may use the first pilot symbols. Here, the first user and the second user may be discriminated using different codes.

15 When a first user and a second user perform collaborative transmission using the resource block, the first pilot symbols and the second pilot symbols may be multiplexed using different antenna indices for the first user and the second user.

20 When a first user and a second user perform collaborative transmission using the resource block, the first pilot symbols and the second pilot symbols may be multiplexed using both different antenna indices for the first and second users and codes for the first and second users.

【Advantageous Effects】

The embodiments of the present invention have the following advantages.

5 First, if the pilot allocation structures described in the embodiments of the present invention are used, it is possible to efficiently transmit and receive data.

Second, if the pilot allocation structures described in the embodiments of the present invention are used, it is
10 possible to use a unified data allocation structure for a variety of permutation methods.

Third, if the pilot allocation structures described in the embodiments of the present invention are used, systems which use the same permutation mode at the same time can
15 use a unified pilot allocation structure without using different pilot allocation schemes according to resource allocation methods.

Fourth, the embodiments of the present invention can efficiently reduce pilot subcarrier overhead, thereby
20 increasing data transfer rate.

Fifth, the spirit of the present invention can be applied to any system that uses multiple transmit/receive antennas.

Sixth, channel estimation capabilities of pilot

symbols can be improved by location shifting the pilot symbols within a prescribed region of a resource block.

【Description of Drawings】

5 The accompanying drawings, which are included to provide a further understanding of the invention, illustrate embodiments of the invention and together with the description serve to explain the principle of the invention.

10 In the drawings:

FIG. 1 illustrates an example of a general pilot structure used in a single-transmit-antenna structure.

FIG. 2 illustrates an example of a general pilot structure used in a two-transmit-antenna structure.

15 FIG. 3 illustrates an example of a general pilot structure used in a four-transmit-antenna structure.

FIG. 4 illustrates an example of pilot allocation structures according to one embodiment of the present invention.

20 FIG. 5 illustrates another example of pilot allocation structures according to one embodiment of the present invention.

FIG. 6 illustrates further example of pilot allocation structures according to one embodiment of the present

invention.

FIG. 7 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

5 FIG. 8 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

10 FIG. 9 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

FIG. 10 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

15 FIG. 11 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

FIG. 12 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

20 FIG. 13 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

FIG. 14 illustrates still further example of pilot allocation structures according to one embodiment of the

present invention.

FIG. 15 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

5 FIG. 16 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

FIG. 17 illustrates an example of new pilot allocation structures generated by cyclically shifting a prescribed
10 pilot allocation structure according to another embodiment of the present invention.

FIG. 18 illustrates another example of new pilot allocation structures generated by cyclically shifting a prescribed pilot allocation structure according to another
15 embodiment of the present invention.

FIG. 19 illustrates still further example of new pilot allocation structures generated by cyclically shifting a prescribed pilot allocation structure according to another embodiment of the present invention.

20 FIG. 20 illustrates still further example of new pilot allocation structures generated by cyclically shifting a prescribed pilot allocation structure according to another embodiment of the present invention.

FIG. 21 illustrates an exemplary method for shifting

the locations of pilot symbols used in a single-transmit-antenna structure according to still further embodiment of the present invention.

FIG. 22 illustrates an exemplary method for shifting
5 the locations of pilot symbols used in a two-transmit-antenna structure according to still further embodiment of the present invention.

【Mode for Invention】

10 The embodiments of the present invention provide a variety of methods for transmitting data using a pilot allocation structure in a wireless access system.

The embodiments described below are provided by combining components and features of the present invention
15 in specific forms. The components or features of the present invention can be considered optional if not explicitly stated otherwise. The components or features may be implemented without being combined with other components or features. The embodiments of the present
20 invention may also be provided by combining some of the components and/or features. The order of the operations described below in the embodiments of the present invention may be changed. Some components or features of one embodiment may be included in another embodiment or may be

replaced with corresponding components or features of another embodiment.

In the following description made in conjunction with the drawings, procedures or steps that may obscure the subject matter of the present invention are not described and procedures or steps that will be apparent to those skilled in the art are also not described.

The embodiments of the present invention have been described focusing mainly on the data communication relationship between a terminal and a Base Station (BS). The BS is a terminal node in a network which performs communication directly with the terminal. Specific operations which have been described as being performed by the BS may also be performed by an upper node as needed.

That is, it will be apparent to those skilled in the art that the BS or any other network node may perform various operations for communication with terminals in a network including a number of network nodes including BSs. Here, the term "base station (BS)" may be replaced with another term such as "fixed station", "Node B", "eNode B (eNB)", or "access point". The terminal conceptually includes a Mobile Station (MS) and a stationary station. The term "terminal" may also be replaced with another term

such as "User Equipment (UE)", "Subscriber Station (SS)", "Mobile Subscriber Station (MSS)", or "mobile terminal". The term "stationary terminal" may also be replaced with another term such as "notebook" or "laptop".

5 The term "transmitting end" refers to a node that transmits data or audio services and "receiving end" refers to a node that receives data or audio services. Thus, in uplink, the terminal may be a transmitting end and the base station may be a receiving end. Similarly, the terminal
10 may be a receiving end and the base station may be a transmitting end.

A Personal Digital Assistant (PDA), a cellular phone, a Personal Communication Service (PCS) phone, a Global System for Mobile (GSM) phone, a Wideband CDMA (WCDMA)
15 phone, or a Mobile Broadband System (MBS) phone may be used as the mobile terminal in the present invention.

The methods according to the embodiments of the present invention can be implemented by hardware, firmware, software, or any combination thereof.

20 In the case where the present invention is implemented by hardware, an embodiment of the present invention may be implemented by one or more application specific integrated circuits (ASICs), digital signal processors (DSPs), digital

signal processing devices (DSPDs), programmable logic devices (PLDs), field programmable gate arrays (FPGAs), processors, controllers, microcontrollers, microprocessors, or the like.

5 In the case where the present invention is implemented by firmware or software, the methods according to the embodiments of the present invention may be implemented in the form of modules, processes, functions, or the like which perform the features or operations described below.

10 Software code can be stored in a memory unit so as to be executed by a processor. The memory unit may be located inside or outside the processor and can communicate data with the processor through a variety of known means.

 The embodiments of the present invention can be

15 supported by standard documents of at least one of the IEEE 802 system, the 3GPP system, the 3GPP LTE system, and the 3GPP2 system which are wireless access systems. That is, steps or portions that are not described in the embodiments of the present invention for the sake of clearly describing

20 the spirit of the present invention can be supported by the standard documents. For all terms used in this disclosure, reference can be made to the standard documents. Especially, the embodiments of the present invention can be

supported by P802.16e-2005 or P802.16Rev2/D4 (April 2008), which are standard documents of the IEEE 802.16 system.

Specific terms used in the following description are provided for better understanding of the present invention and can be replaced with other terms without departing from the spirit of the present invention.

<Pilot allocation structures and Methods for pilot allocation>

Pilot allocation structures described in the embodiments of the present invention can be designed taking into consideration a variety of factors. The pilot allocation structures described in the embodiments of the present invention can be repeatedly applied in the time domain and the frequency domain in a frame or a subframe.

For example, the pilot allocation structures can be designed taking into consideration the intervals between pilot symbols in the time and frequency domains, the ratio of the amount of data transmission to pilot density, and the rate of power per symbol in consideration of power boosting. In the case where multiple antennas are used, it is possible to additionally take into consideration the ratio of power per symbol between antennas in consideration of power boosting and whether or not it is possible to

efficiently support multiple-antenna transmission schemes.

The following is a detailed description of important factors that are taken into consideration when a pilot allocation structure is designed.

1. Pilot Symbol allocation Interval

It is preferable that the interval between pilot symbols in pilot allocation structures according to the spirit of the present invention be maintained to be equal to or less than 2 or 3 symbols, taking into consideration a coherent time of the moving speed of the terminal (for example, 120Km/h). It is also preferable that the interval between pilot symbols be maintained to be equal to or less than 4 to 6 subcarriers as an effective coherence bandwidth, taking into consideration frequency-selective characteristics. However, these requirements can be adjusted according to trade-off between channel estimation capabilities of pilots and data transfer rate.

2. Pilot allocation Rate according to the Number of Transmit Antennas

In the embodiments of the present invention, the pilot allocation rate can be changed according to the number of transmit antennas. For example, it is preferable that

pilots be allocated at a rate of about 11.11% - 16.67% in a Resource Block (RB) when one transmit antenna is used and it is preferable that pilots be allocated at a rate of about 11.11% - 22.22% in a Resource Block (RB) when two
5 transmit antennas are used.

3. Power Boosting

In order to improve channel estimation capabilities of terminals, it is possible to take into consideration power boosting. For example, in order to boost pilot symbols, it
10 is possible to take into consideration clipping or back-off based on boosted pilot power. In the case where clipping or back-off is taken into consideration, power loss due to clipping or back-off may cause a reduction in the capabilities of the terminal.

15 In order to boost pilot symbol power, it is possible to borrow data power through stealing or puncturing. In this case, the channel estimation capabilities can be improved. However, when the channel condition is poor, data processing capability may be reduced due to power loss
20 of the data region. It is possible to select a most appropriate method from among the power boosting methods, taking into consideration a variety of factors such as channel environments or overall capabilities in various

ways. If data symbol power is borrowed when pilot symbol power is boosted, this may not cause a power fluctuation per OFDM symbol.

However, if only the pilot symbol power is boosted
5 without borrowing the data symbol power, this may cause the power fluctuation per OFDM symbol. In this case, the available maximum power of a Power Amplifier (PA) is set based on the boosted pilot power. Thus, there may be problems in that it is necessary to use an expensive PA
10 with a relatively wide power range and the power efficiency of the PA is reduced.

Accordingly, in order to avoid the power fluctuation per OFDM symbol, it is preferable that power of the data region be borrowed through stealing or puncturing or that
15 each OFDM symbols have the same number of pilots to make the power level of each symbol equal.

The embodiments of the present invention provide pilot allocation structures not only for a single transmit antenna but also for multiple transmit antennas. The pilot
20 allocation structure for multiple transmit antennas may cause a difference between power levels of transmit antennas per OFDM symbol. Accordingly, in order to reduce the power difference between antennas, it is preferable

that each OFDM symbol be designed so as to have pilot symbols of all antennas.

4. Multiple Antenna Transmission Scheme

Pilot allocation structures described in the
5 embodiments of the present invention need to be able to efficiently support multiple-antenna transmission schemes. For example, when it is assumed that two or more transmit antennas are present, it is generally possible to take into consideration Spatial Frequency Block Coding (SFBC),
10 Spatial Time Block Coding (STBC), Spatial Multiplexing (SM), and the like.

When channel estimation capabilities are taken into consideration, in the case of SFBC, a channel between two subcarriers coded for two antennas should be flat and, in
15 the case of STBC, the flatter the channel between two coded symbols is, the greater the increase in data transmission capability. Accordingly, in the case where the communication system supports SFBC, it is preferable that pilots of two antennas be located adjacent to each other in
20 the frequency domain. In addition, in the case where the communication system supports STBC, it is preferable that pilots of two antennas be located adjacent to each other in the time domain.

The embodiments of the present invention provide pilot allocation schemes according to the number of transmit antennas. Here, in a pilot allocation scheme of multiple transmit antennas, it is possible to apply a different
5 pilot allocation structure to each antenna.

Pilot allocation structures illustrated in the present invention are basically designed taking into consideration both the case where a single transmit antenna is used and the case where two transmit antennas are used. However, in
10 the case where four transmit antennas are used, it is possible to attach a specific code to a pilot allocation structure used for a pair of transmit antennas to discriminate it from that of the other pair of antennas. That is, even when a pilot structure for two transmit
15 antenna is used, it is possible to support a pilot allocation structure for four transmit antennas. In addition, when it is assumed that collaborative Spatial Multiplexing (SM) or collaborative transmission is employed, it is possible to discriminate between respective pilot
20 allocation structures of users using a specific code for each user.

Each pilot allocation structure described in the embodiments of the present invention can be applied to both

uplink and downlink. The pilot allocation structure may be used for common pilots only and may also be used for dedicated pilots only. The pilot allocation structure may also be used for both the common and dedicated pilots.

5 A signal such as a control channel or a preamble can be carried in the pilot structure described in the embodiments of the present invention. Here, a pilot may not be carried only at positions of the pilot structure to which the control channel or preamble is allocated. In
10 addition, a dedicated pilot may be allocated only at positions of the pilot structure to which the control channel or preamble is allocated. The embodiments of the present invention may also be applied to a pilot allocation structure for Multicast and Broadcast Service (MBS) data
15 transmission.

In the accompanying drawings, the horizontal axis may represent a set of time domain OFDM symbols and the vertical axis may represent frequency domain subcarriers. Moreover, in the embodiments of the present invention, a
20 pilot allocation region (e.g. Resource Block) is a two-dimensional region and may have a structure of a 6x6 basis. However, since the pilot allocation region is a virtual region, it can be reduced or expanded according to a system

configuration or user requirements.

For example, a 6x6 pilot structure may be an expanded form of a 3x3 pilot structure basically. Accordingly, respective pilot structures of the embodiments of the present invention can be expanded on a $3N \times 3M$ (N, M : integer number) basis. In the embodiments of the present invention, it is preferable that using a 6x6 structure than an 18x2 as a basic resource allocation region structure when robustness to frequency-selective characteristics is required.

In the embodiments of the present invention, pilot structures are designed to have a good power efficiency considering the power fluctuation per OFDM symbol when a pilot density of 11.11% is considered.

It is preferable that channel estimation in a single region is considered due to characteristics of a dedicated pilot for uplink. In this case, it is preferable that pilot symbols are allocated to each edge of a resource block. Also, when frequency-selective characteristics and channel estimation capabilities at a high speed are considered, the pilot symbols may be allocated up to a length of one symbol or one subcarrier apart from each edge of a specific resource block.

Moreover, by raising the rate of pilot symbol allocation in a specific resource block, channel estimation capabilities of the pilots can be improved. For example, pilot structures in the embodiments of the present invention are suitable for the case where higher channel estimation capabilities are required by raising the rate of pilot symbol allocation in an RB to 16.16%.

Furthermore, in the case where the number of transmit antennas is increased, the rate of pilot symbol allocation in an RB can be increased. In the embodiment of the present invention, the rate of pilot symbol can be set to 22.22% in a specific resource block when two transmit antennas are used. Also, a 11.11% rate of pilot symbol allocation can be applied to a specific resource block when two transmit antennas are used. This is suitable for the case where a high data transfer rate is required and an overall channel status is not changing in the resource block. Pilot structures can be configured relatively suitable for an SM by designing the pilot structures considering relatively high channel estimation capabilities.

Each pilot allocation structure used in the embodiments of the present invention described below can be represented on an RB basis. Here, the vertical axis of the pilot allocation structure may represent a subcarrier index

"m" as the frequency domain and the horizontal axis may represent an OFDM symbol index "n" as the time domain. The embodiments of the present invention can support a multiple-antenna system.

5 Here, an RE to which a pilot symbol of the first transmit antenna is allocated is denoted by "1" and an RE to which a pilot symbol of the second transmit antenna is allocated is denoted by "2". However, also the pilot symbol of the first transmit antenna can be allocated to an RE
10 denoted by "2" and the pilot symbol of the second transmit antenna can be allocated to an RE denoted by "1". Unnoted REs are those for data transmission.

 In the embodiments of the present invention, pilot structures designed for 2 or more transmit antennas may be
15 used in a system which uses one transmit antenna. Here, pilot symbols for one transmit antenna can be allocated to either the pilot symbols denoted by "1" or the pilot symbols denoted by "2".

 In the embodiments of the present invention, the term
20 "transmit antenna" may mean a physical antenna. However, the transmit antenna may also mean a stream or a layer which can be transmitted through the antenna. Therefore, the term "transmit antenna" can be replaced by "stream" or

"layer".

In the embodiments of the present invention, in the case where terminals, each having one transmit antenna, perform collaborative Spatial Multiplexing (SM) or
5 collaborative transmission, it is possible to discriminate between the terminals using different antenna indices or alternatively using both different antenna indices and corresponding codes.

FIG. 4 illustrates an example of pilot allocation
10 structures according to one embodiment of the present invention.

Specifically, FIG. 4 illustrates pilot allocation structures in the case where the number of transmit antennas is 1, each RB has a 6x6 structure, and the rate of
15 pilot symbol allocation in an RB is about 11.11%.

In the pilot allocation structure of FIG. 4(a), in the subcarrier index m of 1, pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 3. In the pilot allocation structure of FIG. 4(b), in the subcarrier
20 indices m of 1 and 4, pilot symbols can be allocated to positions having OFDM symbol indices n of 1 and 4. In the pilot allocation structure of FIG. 4(b), in the subcarrier indices m of 0 and 5, pilot symbols can be allocated to

positions having OFDM symbol indices n of 0 and 5.

In the pilot allocation structure of FIG. 4(d), in the subcarrier indices m of 0 and 3, pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 5. In the pilot allocation structure of FIG. 4(e), in the subcarrier indices m of 0 and 5, pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 4. In the pilot allocation structure of FIG. 4(f), in the first subcarrier ($m=0$), pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 4. In the sixth subcarrier ($m=5$), pilot symbols can be allocated to positions having OFDM symbol indices n of 1 and 5.

In the pilot allocation structure of FIG. 4(g), in the first subcarrier ($m=0$), pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 4. In the fifth subcarrier ($m=4$), pilot symbols can be allocated to positions having OFDM symbol indices n of 1 and 5. In the pilot allocation structure of FIG. 4(h), in the first subcarrier ($m=0$), pilot symbols can be allocated to positions having OFDM symbol index n of 0 and in the second subcarrier ($m=1$), pilot symbols can be allocated to positions having OFDM symbol index n of 4. In the fifth subcarrier ($m=4$), pilot symbols can be allocated to positions having OFDM symbol index n of 1, and in the sixth

subcarrier ($m=5$), pilot symbols can be allocated to positions having OFDM symbol index n of 5. In the pilot allocation structure of FIG. 4(i), in the subcarrier indices m of 0 and 4, pilot symbols can be allocated to
5 positions having OFDM symbol indices n of 0 and 4.

FIG. 5 illustrates another example of pilot allocation structures according to one embodiment of the present invention.

Specifically, FIG. 5 illustrates pilot allocation
10 structures in the case where the number of transmit antennas is 1, each RB has a 6×6 structure, and the rate of pilot symbol allocation in an RB is about 11.11%.

In the pilot allocation structure of FIG. 5(a), in the first subcarrier ($m=0$), pilot symbols can be allocated to
15 positions having OFDM symbol indices n of 0 and 5. In the sixth subcarrier ($m=5$), pilot symbols can be allocated to positions having OFDM symbol indices n of 1 and 4. In the pilot allocation structure of FIG. 5(b), in the first subcarrier ($m=0$), pilot symbols can be allocated to
20 positions having OFDM symbol indices n of 0 and 5. In the fifth subcarrier ($m=4$), pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 5. In the pilot allocation structure of FIG. 5(c), in the first subcarrier ($m=0$), pilot symbols can be allocated to

positions having OFDM symbol indices n of 0 and 5. In the fifth subcarrier ($m=5$), pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 5.

In the pilot allocation structure of FIG. 5(d), in the subcarrier indices m of 1 and 5, pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 5. In the pilot allocation structure of FIG. 5(e), in the first OFDM symbol ($n=0$), pilot symbols can be allocated to positions having subcarrier indices m of 1 and 5. In the sixth OFDM symbol ($n=5$), pilot symbols can be allocated to positions having subcarrier indices m of 0 and 4. In the pilot allocation structure of FIG. 5(f), in the subcarrier indices m of 1 and 5, pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 4.

In the following description made in conjunction with the drawings, the OFDM symbol index n and subcarrier index m of an RB can be expressed by a coordinate form of (n, m) .

In the pilot allocation structure of FIG. 5(g), pilot symbols can be allocated to resource elements having coordinates $(0,1)$, $(4,1)$, $(1,5)$ and $(5,5)$. In the pilot allocation structure of FIG. 5(h), pilot symbols can be allocated to resource elements having coordinates $(0,1)$, $(4,0)$, $(5,0)$ and $(4,4)$. In the pilot allocation structure of FIG. 5(i), pilot symbols can be allocated to resource

elements having coordinates (0,1), (1,5), (4,0) and (5,4).

FIG. 6 illustrates further example of pilot allocation structures according to one embodiment of the present invention.

5 Specifically, FIG. 6 illustrates pilot allocation structures in the case where the number of transmit antennas is 1, each RB has a 6×6 structure, and the rate of pilot symbol allocation in an RB is about 11.11%.

In the pilot allocation structure of FIG. 6(a), in the
10 second subcarrier (m=1), pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 4. In the fifth subcarrier (m=4), pilot symbols can be allocated to positions having OFDM symbol indices n of 1 and 5. In the pilot allocation structure of FIG. 6(b), in the subcarrier
15 indices m of 1 and 4, pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 5. In the pilot allocation structure of FIG. 6(c), in the second subcarrier (m=1), pilot symbols can be allocated to positions having OFDM symbol indices n of 1 and 5. In the
20 sixth subcarrier (m=5), pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 4.

In the pilot allocation structure of FIG. 6(d), in the subcarrier indices m of 1 and 5, pilot symbols can be allocated to positions having OFDM symbol indices n of 1

and 5. In the pilot allocation structure of FIG. 6(e), in the second OFDM symbol ($n=1$), pilot symbols can be allocated to positions having subcarrier indices m of 1 and 5. In the fifth OFDM symbol ($n=4$), pilot symbols can be allocated to positions having subcarrier indices m of 0 and 4. In the pilot allocation structure of FIG. 6(f), in the subcarrier indices m of 1 and 4, pilot symbols can be allocated to positions having OFDM symbol indices n of 1 and 4.

In the pilot allocation structure of FIG. 6(g), in the second subcarrier ($m=1$), pilot symbols can be allocated to positions having OFDM symbol indices n of 1 and 5. In the fifth subcarrier ($m=4$), pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 4. In the pilot allocation structure of FIG. 6(h), pilot symbols can be allocated to resource elements having coordinates (0,5), (1,1), (4,4) and (5,0). In the pilot allocation structure of FIG. 6(i), pilot symbols can be allocated to resource elements having coordinates (0,5), (1,1), (4,1) and (5,5).

FIG. 7 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

Specifically, FIG. 7 illustrates pilot allocation structures in the case where the number of transmit

antennas is 1, each RB has a 6×6 structure, and the rate of pilot symbol allocation in an RB is about 11.11%.

In the pilot allocation structure of FIG. 7(a), in the second OFDM symbol ($n=1$), pilot symbols can be allocated to positions having subcarrier indices m of 1 and 5. In the sixth OFDM symbol ($n=5$), pilot symbols can be allocated to positions having subcarrier indices m of 0 and 4. In the pilot allocation structure of FIG. 7(b), in the first subcarrier ($m=0$), pilot symbols can be allocated to positions having OFDM symbol indices n of 1 and 5. In the sixth subcarrier ($m=5$), pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 4. In the pilot allocation structure of FIG. 7(c), in the subcarrier indices m of 0 and 5, pilot symbols can be allocated to positions having OFDM symbol indices n of 1 and 5.

In the pilot allocation structure of FIG. 7(d), in the subcarrier indices m of 0 and 4, pilot symbols can be allocated to positions having OFDM symbol indices n of 1 and 5. In the pilot allocation structure of FIG. 7(e), pilot symbols can be allocated to resource elements having coordinates (0,4), (1,0), (4,0) and (5,4). In the pilot allocation structure of FIG. 7(f), pilot symbols can be allocated to resource elements having coordinates (1,0), (1,4), (4,1) and (4,5).

In the pilot allocation structure of FIG. 7(g), in the subcarrier indices m of 0 and 5, pilot symbols can be allocated to positions having OFDM symbol indices n of 1 and 4. In the pilot allocation structure of FIG. 7(h), in the first subcarrier ($m=0$), pilot symbols can be allocated to positions having OFDM symbol indices n of 1 and 5. In the fifth subcarrier ($m=4$), pilot symbols can be allocated to positions having OFDM symbol indices n of 0 and 4. In the pilot allocation structure of FIG. 7(i), pilot symbols can be allocated to resource elements having coordinates (0,4), (1,0), (4,5) and (5,1).

FIG. 8 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

Specifically, FIG. 8 illustrates pilot allocation structures in the case where the number of transmit antennas is 1, each RB has a 6x6 structure, and the rate of pilot symbol allocation in an RB is about 16.67%.

FIG. 8(a) illustrates a pilot allocation structure for an RB having a 6x6 structure whose pilot symbols are allocated on a diagonal direction. Namely, in the pilot allocation structure of FIG. 8(a), pilot symbols can be allocated to resource elements having coordinates (0,0), (1,1), (2,2), (3,3), (4,4), (5,5) and (6,6). Also, the

pilot symbols can be allocated on the other diagonal direction. Namely, the pilot symbols can be allocated to resource elements having coordinates (0,5), (1,4), (2,3), (3,2), (4,1) and (5,0).

5 In the pilot allocation structure of FIG. 8(b), in the first subcarrier ($m=0$), pilot symbols can be allocated to positions having OFDM symbol indices n of 0, 2 and 4. In the sixth subcarrier ($m=5$), pilot symbols can be allocated to positions having OFDM symbol indices n of 1, 3 and 5.

10 In the pilot allocation structure of FIG. 8(c), in the first subcarrier ($m=0$), pilot symbols can be allocated to positions having OFDM symbol indices n of 1, 3 and 5. In the sixth subcarrier ($m=5$), pilot symbols can be allocated to positions having OFDM symbol indices n of 0, 2 and 4.

15 In the pilot allocation structure of FIG. 8(d), in the second subcarrier ($m=1$), pilot symbols can be allocated to positions having OFDM symbol indices n of 0, 2 and 4. In the fifth subcarrier ($m=4$), pilot symbols can be allocated to positions having OFDM symbol indices n of 1, 3 and 5.

20 In the pilot allocation structure of FIG. 8(e), in the second subcarrier ($m=0$), pilot symbols can be allocated to positions having OFDM symbol indices n of 1, 3 and 5. In the fifth subcarrier ($m=4$), pilot symbols can be allocated to positions having OFDM symbol indices n of 0, 2 and 4.

FIG. 9 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

Specifically, FIG. 9 illustrates pilot allocation
5 structures in the case where the number of transmit antennas is 2, each RB has a 6×6 structure, and the rate of pilot symbol allocation in an RB is about 16.67%.

FIGs. 9(a) to 9(c) illustrate the pilot allocation structures which can usually be applied to the case where
10 the first antenna and the second antenna support Spatial Frequency Block Coding (SFBC) scheme, and FIGs. 9(d) to 9(f) illustrate the pilot allocation structures which can usually be applied to the case where the first antenna and the second antenna support Spatial Time Block Coding (STBC)
15 scheme.

In the pilot allocation structure of FIG. 9(a), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0), (2,2) and (5,4), and the pilot symbols for the second antenna can be
20 allocated to resource elements having coordinates (0,1), (2,3) and (5,5).

In the pilot allocation structure of FIG. 9(b), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0), (3,2) and (5,4),

and the pilot symbols for the second antenna can be allocated to resource elements having coordinates $(0,1)$, $(3,3)$ and $(5,5)$.

In the pilot allocation structure of FIG. 9(c), the pilot symbols for the first antenna can be allocated to resource elements having coordinates $(0,0)$, $(2,2)$ and $(4,4)$, and the pilot symbols for the second antenna can be allocated to resource elements having coordinates $(0,1)$, $(2,3)$ and $(4,5)$.

In the pilot allocation structure of FIG. 9(d), the pilot symbols for the first antenna can be allocated to resource elements having coordinates $(0,0)$, $(2,5)$ and $(4,2)$, and the pilot symbols for the second antenna can be allocated to resource elements having coordinates $(1,0)$, $(3,5)$ and $(5,2)$.

In the pilot allocation structure of FIG. 9(e), the pilot symbols for the first antenna can be allocated to resource elements having coordinates $(0,0)$, $(2,2)$ and $(4,4)$, and the pilot symbols for the second antenna can be allocated to resource elements having coordinates $(1,0)$, $(3,2)$ and $(5,4)$.

In the pilot allocation structure of FIG. 9(f), the pilot symbols for the first antenna can be allocated to resource elements having coordinates $(0,0)$, $(2,4)$ and $(4,2)$,

and the pilot symbols for the second antenna can be allocated to resource elements having coordinates $(1,0)$, $(3,4)$ and $(5,2)$.

In the pilot allocation structure of FIGs. 9(a) to 9(c), It can be observed that the pilot symbols for both the first antenna and the second antenna are allocated to the direction adjacent to the frequency domain (i.e. subcarrier index) to support SFBC. Moreover, in the pilot allocation structure of FIGs. 9(d) to 9(f), It can be observed that the pilot symbols for both the first antenna and the second antenna are allocated to the direction adjacent to the time domain (i.e. OFDM symbol index) to support STBC.,

FIG. 10 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

Specifically, FIG. 10 illustrates pilot allocation structures in the case where the number of transmit antennas is 2, each RB has a 6×6 structure, and the rate of pilot symbol allocation in an RB is about 22.22%.

FIGs. 10(a) and 10(b) illustrate the pilot allocation structures which can usually be applied to the case where the first antenna and the second antenna support Spatial Time Block Coding (STBC) scheme, and FIGs. 10(c) to 10(i)

illustrate the pilot allocation structures which can usually be applied to the case where the first antenna and the second antenna support Spatial Frequency Block Coding (SFBC) scheme.

5 In the pilot allocation structure of FIG. 10(a), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0), (1,5), (4,0) and (5,5) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5),
10 (1,0), (4,5) and (5,0).

 In the pilot allocation structure of FIG. 10(b), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,1), (1,4), (4,1) and (5,4) and the pilot symbols for the second antenna can
15 be allocated to resource elements having coordinates (0,4), (1,1), (4,4) and (5,1).

 In the pilot allocation structure of FIG. 10(c), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0), (0,4), (5,1)
20 and (5,5) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,1), (0,5), (5,0) and (5,4).

 In the pilot allocation structure of FIG. 10(d), the pilot symbols for the first antenna can be allocated to

resource elements having coordinates $(0,0)$, $(1,4)$, $(4,5)$ and $(5,1)$ and the pilot symbols for the second antenna can be allocated to resource elements having coordinates $(0,1)$, $(1,5)$, $(4,4)$ and $(5,0)$.

5 In the pilot allocation structure of FIG. 10(e), the pilot symbols for the first antenna can be allocated to resource elements having coordinates $(0,4)$, $(1,0)$, $(4,1)$ and $(5,5)$ and the pilot symbols for the second antenna can be allocated to resource elements having coordinates $(0,5)$,
10 $(1,1)$, $(4,0)$ and $(5,4)$.

 In the pilot allocation structure of FIG. 10(f), the pilot symbols for the first antenna can be allocated to resource elements having coordinates $(0,0)$, $(1,4)$, $(4,1)$ and $(5,5)$ and the pilot symbols for the second antenna can
15 be allocated to resource elements having coordinates $(0,1)$, $(1,5)$, $(4,0)$ and $(5,4)$.

 In the pilot allocation structure of FIG. 10(g), the pilot symbols for the first antenna can be allocated to resource elements having coordinates $(1,1)$, $(1,4)$, $(4,2)$
20 and $(4,5)$ and the pilot symbols for the second antenna can be allocated to resource elements having coordinates $(1,2)$, $(1,5)$, $(4,1)$ and $(4,4)$.

 In the pilot allocation structure of FIG. 10(h), the pilot symbols for the first antenna can be allocated to

resource elements having coordinates (1,0), (1,4), (4,1) and (4,5) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,1), (1,5), (4,0) and (4,4).

5 In the pilot allocation structure of FIG. 10(i), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,4), (1,0), (4,5) and (5,1) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5),
10 (1,1), (4,4) and (5,0).

FIG. 11 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

Specifically, FIG. 11 illustrates pilot allocation
15 structures in the case where the number of transmit antennas is 2, each RB has a 6x6 structure, and the rate of pilot symbol allocation in an RB is about 22.22%.

In the pilot allocation structure of FIG. 11(a), the pilot symbols for the first antenna can be allocated to
20 resource elements having coordinates (0,0), (1,5), (4,1) and (5,4) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,4), (1,1), (4,5) and (5,0).

In the pilot allocation structure of FIG. 11(b), the

pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,5), (1,0), (4,4) and (5,1) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,1),
5 (1,4), (4,0) and (5,5).

In the pilot allocation structure of FIG. 11(c), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,4), (1,0), (4,5) and (5,1) and the pilot symbols for the second antenna can
10 be allocated to resource elements having coordinates (0,1), (1,5), (4,0) and (5,4).

In the pilot allocation structure of FIG. 11(d), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0), (1,4), (4,1) and (5,5) and the pilot symbols for the second antenna can
15 be allocated to resource elements having coordinates (0,5), (1,1), (4,4) and (5,0).

In the pilot allocation structure of FIG. 11(e), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,1), (1,5), (4,1) and (5,5) and the pilot symbols for the second antenna can
20 be allocated to resource elements having coordinates (0,5), (1,1), (4,5) and (5,1).

In the pilot allocation structure of FIG. 11(f), the

pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0), (1,4), (4,1) and (5,5) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,4),
5 (1,0), (4,5) and (5,1).

In the pilot allocation structure of FIG. 11(g), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,1), (1,5), (4,0) and (5,4) and the pilot symbols for the second antenna can
10 be allocated to resource elements having coordinates (0,4), (1,0), (4,4) and (5,0).

In the pilot allocation structure of FIG. 11(h), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0), (1,4), (4,1) and (5,4) and the pilot symbols for the second antenna can
15 be allocated to resource elements having coordinates (0,4), (1,0), (4,4) and (5,0).

In the pilot allocation structure of FIG. 11(i), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0), (1,5), (4,0) and (5,5) and the pilot symbols for the second antenna can
20 be allocated to resource elements having coordinates (0,4), (1,1), (4,4) and (5,1).

In the pilot allocation structure of FIG. 11(j), the

pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,1), (1,4), (4,5) and (5,0) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5),
5 (1,0), (4,1) and (5,4).

FIG. 12 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

Specifically, FIG. 12 illustrates pilot allocation
10 structures in the case where the number of transmit antennas is 2, each RB has a 6×6 structure, and the rate of pilot symbol allocation in an RB is about 11.11%.

In the pilot allocation structure of FIG. 12(a), the pilot symbols for the first antenna can be allocated to
15 resource elements having coordinates (0,0) and (5,5) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5) and (5,0).

In the pilot allocation structure of FIG. 12(b), the pilot symbols for the first antenna can be allocated to
20 resource elements having coordinates (0,0) and (4,5) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5) and (4,0).

In the pilot allocation structure of FIG. 12(c), the pilot symbols for the first antenna can be allocated to

resource elements having coordinates $(0,0)$ and $(5,5)$ and the pilot symbols for the second antenna can be allocated to resource elements having coordinates $(1,5)$ and $(4,0)$.

In the pilot allocation structure of FIG. 12(d), the
5 pilot symbols for the first antenna can be allocated to resource elements having coordinates $(0,0)$ and $(5,4)$ and the pilot symbols for the second antenna can be allocated to resource elements having coordinates $(1,4)$ and $(4,0)$.

In the pilot allocation structure of FIG. 12(e), the
10 pilot symbols for the first antenna can be allocated to resource elements having coordinates $(0,0)$ and $(5,5)$ and the pilot symbols for the second antenna can be allocated to resource elements having coordinates $(1,4)$ and $(4,1)$.

In the pilot allocation structure of FIG. 12(f), the
15 pilot symbols for the first antenna can be allocated to resource elements having coordinates $(0,0)$ and $(4,4)$ and the pilot symbols for the second antenna can be allocated to resource elements having coordinates $(0,4)$ and $(4,0)$.

In the pilot allocation structure of FIG. 12(g), the
20 pilot symbols for the first antenna can be allocated to resource elements having coordinates $(0,0)$ and $(4,5)$ and the pilot symbols for the second antenna can be allocated to resource elements having coordinates $(1,5)$ and $(5,0)$.

In the pilot allocation structure of FIG. 12(h), the

pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0) and (4,4) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,4) and (5,0).

5 In the pilot allocation structure of FIG. 12(i), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0) and (5,4) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,4) and (5,0).

10 FIG. 13 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

Specifically, FIG. 13 illustrates pilot allocation structures in the case where the number of transmit
15 antennas is 2, each RB has a 6x6 structure, and the rate of pilot symbol allocation in an RB is about 11.11%.

In the pilot allocation structure of FIG. 13(a), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,1) and (5,5) and
20 the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5) and (5,1).

In the pilot allocation structure of FIG. 13(b), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,1) and (5,4) and

the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5) and (5,0).

In the pilot allocation structure of FIG. 13(c), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,1) and (4,5) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5) and (4,1).

In the pilot allocation structure of FIG. 13(d), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,1) and (5,5) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,5) and (4,1).

In the pilot allocation structure of FIG. 13(e), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,1) and (4,4) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5) and (4,0).

In the pilot allocation structure of FIG. 13(f), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,1) and (5,4) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,5) and (4,0).

In the pilot allocation structure of FIG. 13(g), the pilot symbols for the first antenna can be allocated to

resource elements having coordinates (0,1) and (5,4) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,4) and (4,1).

In the pilot allocation structure of FIG. 13(h), the
5 pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,1) and (5,4) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,4) and (5,1).

In the pilot allocation structure of FIG. 13(i), the
10 pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,1) and (4,5) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5) and (5,1).

FIG. 14 illustrates still further example of pilot
15 allocation structures according to one embodiment of the present invention.

Specifically, FIG. 11 illustrates pilot allocation structures in the case where the number of transmit antennas is 2, each RB has a 6x6 structure, and the rate of
20 pilot symbol allocation in an RB is about 11.11%.

In the pilot allocation structure of FIG. 14(a), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,1) and (5,5) and the pilot symbols for the second antenna can be allocated

to resource elements having coordinates (1,5) and (5,1).

In the pilot allocation structure of FIG. 14(b), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,1) and (4,4) and
5 the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,5) and (4,0).

In the pilot allocation structure of FIG. 14(c), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,1) and (4,4) and
10 the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,4) and (4,1).

In the pilot allocation structure of FIG. 14(d), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,1) and (4,4) and
15 the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,4) and (5,1).

In the pilot allocation structure of FIG. 14(e), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,1) and (4,4) and
20 the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5) and (5,0).

In the pilot allocation structure of FIG. 14(f), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,1) and (5,5) and

the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5) and (4,1).

In the pilot allocation structure of FIG. 14(g), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,1) and (5,4) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,5) and (5,0).

In the pilot allocation structure of FIG. 14(h), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,0) and (4,5) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5) and (5,0).

In the pilot allocation structure of FIG. 14(i), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,0) and (5,5) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,5) and (5,0).

FIG. 15 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

Specifically, FIG. 15 illustrates pilot allocation structures in the case where the number of transmit antennas is 2, each RB has a 6×6 structure, and the rate of pilot symbol allocation in an RB is about 11.11%.

In the pilot allocation structure of FIG. 15(a), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,0) and (5,4) and the pilot symbols for the second antenna can be allocated
5 to resource elements having coordinates (1,4) and (5,0).

In the pilot allocation structure of FIG. 15(b), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,0) and (5,4) and the pilot symbols for the second antenna can be allocated
10 to resource elements having coordinates (0,4) and (4,0).

In the pilot allocation structure of FIG. 15(c), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,0) and (4,5) and the pilot symbols for the second antenna can be allocated
15 to resource elements having coordinates (1,5) and (4,0).

In the pilot allocation structure of FIG. 15(d), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,0) and (4,5) and the pilot symbols for the second antenna can be allocated
20 to resource elements having coordinates (1,4) and (4,1).

In the pilot allocation structure of FIG. 15(e), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,0) and (4,4) and the pilot symbols for the second antenna can be allocated

to resource elements having coordinates (0,4) and (5,0).

In the pilot allocation structure of FIG. 15(f), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,0) and (4,5) and
5 the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,4) and (5,1).

FIG. 16 illustrates still further example of pilot allocation structures according to one embodiment of the present invention.

10 Specifically, FIG. 16 illustrates pilot allocation structures in the case where the number of transmit antennas is 2, each RB has a 6x6 structure, and the rate of pilot symbol allocation in an RB is about 16.67%. The pilot allocation structures of FIG. 16 have an additional pilot
15 symbol per each antenna in comparison to those of FIG. 15.

In the pilot allocation structure of FIG. 16(a), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0), (3,5) and (4,0) and the pilot symbols for the second antenna can be
20 allocated to resource elements having coordinates (1,5), (2,0) and (5,5).

In the pilot allocation structure of FIG. 16(b), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,0), (2,5) and (5,0)

and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5), (3,0) and (4,5).

In the pilot allocation structure of FIG. 16(c), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,1), (3,4) and (4,1) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,4), (3,4) and (5,4).

In the pilot allocation structure of FIG. 16(d), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,1), (2,4) and (5,1) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,4), (3,1) and (4,4).

The following is a description of exemplary methods for cyclically shifting a pilot allocation structure according to a second embodiment of the present invention.

When the same pilot allocation structure is used in all cells, each pilot symbol is allocated at the same position in each cell or each antenna. In this case, interference may occur between pilot symbols of different cells or different antennas. In addition, if pilot power boosting is used in order to improve channel estimation

capabilities, this may accelerate the reduction of capabilities due to such interference effects or pilot position collision.

It is preferable that pilot allocation structures that
5 do not overlap be used for different cells in order to overcome this problem. However, it is more preferable that pilot allocation structures which do not overlap without departing from conventional pilot structures be used for different cells.

10 Accordingly, another embodiment of the present invention provides a method for allocating pilots by cyclically shifting pilots allocated according to a conventional pilot allocation scheme in each cell and pilot allocation structures generated using the method. When a
15 specific pilot allocation structure is determined, it is possible to use a pilot allocation structure generated by cyclically shifting the specific pilot allocation structure in the time or frequency domain in each cell.

For example, the pilot allocation structures in FIGs.
20 4 to 16 can be repeatedly allocated on the time axis and the frequency axis. Also, each of the pilot allocation structures can be cyclically shifted to the left side or to the right side by at least one OFDM symbol unit on the time

(i.e. OFDM symbol) axis. Moreover, each of the pilot allocation structures can be cyclically shifted to the upper side or to the lower side by at least one subcarrier unit on the frequency (i.e. subcarrier) axis. It is also
5 possible to generate new pilot allocation structures by cyclically shifting each of the pilot allocation structures on both the time axis and the frequency axis.

Users can use each of the new pilot allocation structures generated by cyclically shifting the specific
10 pilot allocation structure as an individual pilot allocation structure. That is, pilot allocation structures generated through cyclic shift can each be used as an individual allocation structure in each cell or base station.

15 It is possible to use all or part of the pilot allocation structures in the pilot allocation structures generated through cyclic shift according to the second embodiment of the present invention. Here, each base station may previously define a pilot allocation structure
20 for use.

Although the indices of pilot allocation structures described in the embodiments of the present invention may each be arbitrarily mapped to a pilot symbol allocation

method for use with the pilot allocation structure, the same pilot allocation structure is not mapped to different pilot symbol allocation methods. However, in some cases, base stations may use the same pilot allocation structure.

5 The following is a description of the embodiments which above explained cyclic shift methods are applied.

FIG. 17 illustrates an example of new pilot allocation structures generated by cyclically shifting a prescribed pilot allocation structure according to another embodiment
10 of the present invention.

Specifically, FIG. 17 illustrates pilot allocation structures in the case where the number of transmit antennas is 1, each RB has a 6x6 structure, and the rate of pilot symbol allocation in an RB is about 11.11%. In the
15 pilot allocation structure of FIG. 17(a), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,1), (1,4), (3,1) and (4,4).

FIG. 17(b) illustrates a pilot allocation structure generated by cyclically shifting the pilot allocation structure of FIG. 17(a) to the right side by one OFDM
20 symbol, and FIG. 17(c) illustrates a pilot allocation structure generated by cyclically shifting the pilot allocation structure of FIG. 17(b) to the right side by one

OFDM symbol.

FIG. 17(d) illustrates a pilot allocation structure generated by cyclically shifting the pilot allocation structure of FIG. 17(a) to the upper side by one subcarrier,

5 FIG. 17(e) illustrates a pilot allocation structure generated by cyclically shifting the pilot allocation structure of FIG. 17(d) to the right side by one OFDM symbol, and FIG. 17(f) illustrates a pilot allocation structure generated by cyclically shifting the pilot allocation structure of FIG. 17(e) to the right side by one
10 OFDM symbol.

FIG. 17(g) illustrates a pilot allocation structure generated by cyclically shifting the pilot allocation structure of FIG. 17(a) to the lower side by one subcarrier,

15 FIG. 17(h) illustrates a pilot allocation structure generated by cyclically shifting the pilot allocation structure of FIG. 17(g) to the right side by one OFDM symbol, and FIG. 17(i) illustrates a pilot allocation structure generated by cyclically shifting the pilot allocation structure of FIG. 17(h) to the right side by one
20 OFDM symbol.

FIG. 18 illustrates another example of new pilot allocation structures generated by cyclically shifting a

prescribed pilot allocation structure according to another embodiment of the present invention.

FIG. 18 illustrates pilot structures generated by cyclically shifting the pilot allocation structure of FIG. 8(a). The pilot allocation structure of FIG. 18(a) is identical to that of FIG. 8(a). The pilot allocation structures of FIGs 18(b) to 18(f) are generated by cyclically shifting the pilot allocation structure of FIG. 18(a) to the right side sequentially on a 1 OFDM symbol basis.

Although pilot allocation structures that can be generated by cyclically shifting the pilot allocation structure of FIG. 8(a) on a 1 subcarrier basis are not illustrated in FIG. 18, the pilot allocation structure of FIG. 8(a) can also be cyclically shifted on the subcarrier axis on a 1 subcarrier basis.

By using the cyclically shifted pilot allocation structures of FIG. 18, interferences between neighbor base stations can be minimized when data is transmitted and received using a prescribed pilot allocation structure.

FIG. 19 illustrates still further example of new pilot allocation structures generated by cyclically shifting a prescribed pilot allocation structure according to another embodiment of the present invention.

Specifically, FIG. 19 illustrates pilot allocation structures in the case where the number of transmit antennas is 2, each RB has a 6x6 structure, and the rate of pilot symbol allocation in an RB is about 16.67%.

5 In the pilot allocation structure of FIG. 19(a), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0), (2,2), and (4,4) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,0),
10 (3,2) and (5,4).

The user may cyclically shift the pilot allocation structure of FIG. 19(a) on a 2 OFDM symbol basis to generate a new pilot allocation structure. The user may also shift the pilot allocation structure of FIG. 19(a) on
15 a 1 subcarrier basis and a 2 OFDM symbol basis.

Moreover, the user may cyclically shift the pilot allocation structure of FIG. 19(a) on a 4 OFDM symbol basis to generate a new pilot allocation structure. The user may also shift the pilot allocation structure of FIG. 19(a) on
20 a 1 subcarrier basis and a 4 OFDM symbol basis.

In the pilot allocation structure of FIG. 19(b), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0), (2,2), and

(4,4) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,1), (2,3) and (4,5).

The user may cyclically shift the pilot allocation
5 structure of FIG. 19(b) on a 2 OFDM symbol basis or a 4 OFDM symbol basis to generate a new pilot allocation structure.

In the pilot allocation structure of FIG. 19(c), the pilot symbols for the first antenna can be allocated to
10 resource elements having coordinates (0,0), (2,4), and (4,2) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,0), (3,4) and (5,2).

The user may cyclically shift the pilot allocation
15 structure of FIG. 19(c) on a 2 OFDM symbol basis or a 4 OFDM symbol basis to generate a new pilot allocation structure. Also, the user may cyclically shift the pilot allocation structure of FIG. 19(c) on a 1 subcarrier basis or a 2 subcarrier basis to generate a new pilot allocation
20 structure. Moreover, the user may cyclically shift the pilot allocation structure of FIG. 19(c) on a 1 subcarrier basis and 2 OFDM symbol basis to generate a new pilot allocation structure. The user may also shift the pilot allocation structure of FIG. 19(c) on a 1 subcarrier basis

and a 4 OFDM symbol basis.

In the pilot allocation structure of FIG. 19(d), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0), (2,5), and (4,2) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,0), (3,5) and (5,2).

The user may cyclically shift the pilot allocation structure of FIG. 19(d) on a 2 OFDM symbol basis or a 4 OFDM symbol basis to generate a new pilot allocation structure.

Not all pilot allocation structures that can be generated by cyclically shifting the pilot allocation structure of FIG. 19(a) according to the embodiments of the present invention are illustrated in FIGs. 19(b) to 19(d). However, all pilot allocation structures that satisfy the spirit of the present invention can be obtained by cyclically shifting the allocation positions of the pilot symbols of the pilot allocation structure of FIG. 19(a) sequentially on an OFDM symbol-by-OFDM symbol basis or on a subcarrier-by-subcarrier basis.

FIG. 20 illustrates still further example of new pilot allocation structures generated by cyclically shifting a

prescribed pilot allocation structure according to another embodiment of the present invention.

Specifically, FIG. 20 illustrates pilot allocation structures in the case where the number of transmit
5 antennas is 2, each RB has a 6x6 structure, and the rate of pilot symbol allocation in an RB is about 22.22%.

In the pilot allocation structure of FIG. 20(a), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,1), (1,4), (4,2)
10 and (5,4) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,2), (1,5), (4,1) and (4,4).

The user may cyclically shift the pilot allocation structure of FIG. 20(a) to the upper side or to the lower
15 side on a 1 or more subcarrier basis to generate a new pilot allocation structure.

In the pilot allocation structure of FIG. 20(b), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (1,1), (1,4), (4,2)
20 and (4,5) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (1,2), (1,5), (4,1) and (4,4).

The user may cyclically shift the pilot allocation structure of FIG. 20(b) to the left side or to the right

side on a 1 or more OFDM symbol basis to generate new pilot allocation structures. The user may also shift each of the new pilot allocation structures to the upper side or the lower side on a 1 subcarrier basis.

5 The user may cyclically shift the pilot allocation structures of the embodiments of the present invention to generate new pilot allocation structures. The cyclic shift method can be used to mitigate the interferences between neighbor base stations and improve the channel estimation
10 capabilities. Also, a pilot allocation structure generated by cyclically shifting one of the pilot allocation structures described above can be used independently.

FIG. 21 illustrates an exemplary method for shifting the locations of pilot symbols used in a single-transmit-
15 antenna structure according to still further embodiment of the present invention.

In the following, a method of cyclically shifting a pilot symbols within a specific region of an RB is described. It is preferable that the position of a pilot
20 symbol is limited to each edge of an RB for a prescribed pilot allocation structure to improve channel estimation capabilities.

In the case where an RB has an $N \times M$ structure, it is preferable that the range of position shift does not exceed

N/2 on the time axis and M/2 on the frequency axis from each edge of the RB. For example, a logical region (e.g. an RB region) has a 6x6 structure, regions for position shift which have a 2x2 structure can be established to each edge
5 of the RB, as seen in FIG. 21(a).

FIGs. 21(b) to 21(e) illustrate exemplary pilot allocation structures that satisfy the spirit of the present invention explained with FIG 21(a). The spirit of the present invention explained with FIG 21(a) can be
10 applied to all of above described FIGs respectively.

In the pilot allocation structure of FIG. 21(b), the pilot symbols for the first antenna can be allocated to each edge of an RB which has a 6x6 structure.

FIG. 21(c) illustrates a pilot allocation structure
15 generated by shifting the pilot allocation structure of FIG. 21(b) by one OFDM symbol from each edge and FIG. 21(d) illustrates a pilot allocation structure generated by shifting the pilot allocation structure of FIG. 21(c) by one subcarrier. FIG. 21(e) illustrates a pilot allocation
20 structure generated by shifting the pilot allocation structure of FIG. 21(d) by one OFDM symbol. AS seen in FIGs 21(b) to 21(e), the pilot symbols stay within the regions for position shift of FIG 21(a).

Namely, a base station or a terminal may carry out a

position shift for a reference pilot allocation structure within the corresponding region where the position shift is available. Here, the position shift can be carried out both on the time axis and the frequency axis. However, it is preferable that more than two pilot symbols are shifted. In the case where two or more pilot symbols are shifted, those pilot symbols may shift their position to anywhere in any manner as long as they stay within the regions for position shift of FIG. 21(a).

For example, if the pilot symbol which has coordinate (0,0) of FIG. 21(b) shifts to the position having coordinate (1,1), the pilot symbol should be shifted together with at least one of three remaining pilot symbols. In this case, the offset of position shift may be different each other. It is preferable that a base station or a terminal uses pilot allocation structures that may cause the least possible interferences between different cells or sectors for the pilot symbols that can be shifted.

Or, the base station or the terminal may have offsets for the position shift of reference pilot symbol. By doing so, the base station or the terminal may use pilot allocation structures that do not overlap with each other.

Or, the base station or the terminal may have a table including the offsets or indices thereof.

Or, the base station or the terminal may have coordinates for pilot symbols.

FIG. 22 illustrates an exemplary method for shifting the locations of pilot symbols used in a two-transmit-
5 antenna structure according to still further embodiment of the present invention.

In the pilot allocation structures of FIG. 22, the similar method for shifting position of pilot symbols described with reference to FIG. 21. In particular, since
10 each logical region of RBs for resource allocation of FIG. 22 has a 6x6 structure, a region for position shift may be established at the edge of each RB for each pilot symbol and the region may have a 2x2 structure.

A base station or a terminal may carry out a position
15 shift for a reference pilot allocation structure within the corresponding region where the position shift is available. Here, the position shift can be carried out both on the time axis and the frequency axis. However, it is preferable that more than two pilot symbols are shifted. In the case
20 where two or more pilot symbols are shifted, those pilot symbols may shift their position to anywhere in any manner as long as they stay within the regions for position shift of FIG. 22(a).

A base station or a terminal may use pilot allocation

structures that may cause the least possible interferences between different cells or sectors for the pilot symbols which can shift their positions. Also, the base station or the terminal may have offsets for the position shift of reference pilot symbol. Moreover, the base station or the terminal may have a table including the offsets, indices for the table or coordinates for pilot symbols.

In the pilot allocation structure of FIG. 22(b), the pilot symbols for the first antenna can be allocated to resource elements having coordinates (0,0), (1,5), (4,0) and (5,5) and the pilot symbols for the second antenna can be allocated to resource elements having coordinates (0,5), (1,0), (4,5) and (5,0).

The pilot allocation structures of FIG. 22(c) to 22(e) can be generated by shifting the positions of at least two pilot symbols of the pilot symbols of FIG. 22(b) within the regions for position shifting of FIG. 22(a).

<Pilot allocation structures using the CDM scheme>

In the following, methods of reducing pilot overhead with similar capabilities of conventional pilot allocation structures by applying orthogonal codes or phase shift codes to the above described pilot allocation structures and to the methods of allocating pilot symbols are described.

Generally, pilot division for an antenna or a terminal using spatial multiplex is carried out in the time/frequency domain. In this case, as the number of antennas or the number of terminals that are sharing
5 resources increases, the pilot overhead also increases. If the pilot overhead is kept relatively low despite of increasing number of the antennas or the terminals, channel estimation capabilities may be deteriorated. According to the embodiments of the present invention, antennas
10 allocating methods which enable to maintain relatively low pilot overhead with the same channel estimation capabilities for trade-off between channel estimation capabilities of pilots and the pilot overhead are provided.

The embodiments of the present invention can be
15 applied to the pilot allocation structures using CDM scheme described below. In the embodiments of the present invention, a base station and/or a terminal may have a predetermined phase shift code set or a orthogonal code set. Accordingly, the base station and/or the terminal may
20 differentiate pilot symbols allocated to the prescribed positions (or channel information estimated by using the pilot symbols) from others.

First, in the case where the number of physical antennas or virtual antennas is 2, pilot allocation

structures using CDM scheme may be used.

For example, two users (or terminals) using 1 transmit antenna may perform collaborative SM. In this case, a distinction of users can be carried out using orthogonal
5 codes or phase shift codes when the pilot allocation structure for 1 transmit antenna is used.

Moreover, in the case where a user (or a terminal) using 2 transmit antennas performs non-collaborative SM, a distinction of users can be carried out using orthogonal
10 codes or phase shift codes when the pilot allocation structure for 1 transmit antenna is used.

Second, in the case where the number of physical antennas or virtual antennas is 4, pilot allocation structures using CDM scheme may be used.

15 Although only the cases using up to 2 transmit antennas are described in detail in the embodiments of the present invention, the cases using 4 transmit antennas that satisfy the spirit of the present invention can be included in the scope of the invention.

20 For example, in the case where two users (or terminals) having 2 transmit antennas perform collaborative SM, a distinction of antennas can be carried out using the pilot allocation structure and a distinction of users can be carried out using orthogonal codes or phase shift codes

when the pilot allocation structure for 2 transmit antenna is used. By doing so, similar effects of using 4 antennas can be acquired with 2 antennas.

Moreover, in the case where a user (or a terminal) using 4 transmit antennas may perform non-collaborative SM, a distinction between the third antenna and the fourth antenna can be carried out using orthogonal codes or phase shift codes when the pilot allocation structure for 2 transmit antennas is used. Here, the antenna pair which can be distinguished by conventional time/frequency domain and the antenna pair that can be distinguished by codes may be changed.

<Pilot allocation structures using conjunction of pilot allocation with phase shift pilots and the CDM scheme>

According to the embodiments of the present invention, a phase shift code and an orthogonal code can be applied simultaneously when the pilots shift their positions in the above described pilot allocation structures.

For example, a pilot allocation structures for the case where 2 transmit antennas are used, a specific code may be used when allocating the pilot symbols for the first antenna(Tx #0) and another specific code may be used when allocating the pilot symbols for the second antenna(Tx #1).

For another example, a specific code can be used when distinguishing between cells or sectors and a phase shift allocating method can be used when distinguishing between users or antennas. Of course, a phase shift allocating
5 method can be used when distinguishing between cells or sectors and a specific code can be used when distinguishing between users or antennas.

The present invention may be embodied in other specific forms than those set forth herein without
10 departing from the spirit and essential characteristics of the present invention. The above description is therefore to be construed in all aspects as illustrative and not restrictive. The scope of the invention should be determined by reasonable interpretation of the appended
15 claims and all changes coming within the equivalency range of the invention are intended to be embraced in the scope of the invention. In addition, claims which are not explicitly dependent on each other can be combined to provide an embodiment or new claims can be added through
20 amendment after this application is filed.

【Industrial Applicability】

The embodiments of the present invention can be applied to a variety of wireless access systems. Examples

of the variety of wireless access systems include 3rd
Generation Partnership Project (3GPP), 3GPP2, and/or
Institute of Electrical and Electronic Engineers (IEEE)
802.xx systems. The embodiments of the present invention
5 can be applied not only to the variety of wireless access
systems but also to any technical fields to which the
variety of wireless access systems are applied.

10

【CLAIMS】

【Claim 1】 A method of transmitting and receiving data in a wireless access system, the method comprising:

transmitting data using a resource block constructed
5 taking into consideration channel estimation capabilities and data transfer rate; and

receiving data using the resource block,

wherein the resource block has a 6x6 structure constructed with 6 OFDM symbols and 6 subcarriers, and

10 wherein one or more first pilot symbols are allocated to prescribed OFDM symbols of a first subcarrier and a fifth subcarrier of the resource block, and the first pilot symbols are allocated to the resource block at a predetermined allocation rate taking into consideration a
15 number of transmit antennas.

【Claim 2】 The method according to claim 1, wherein the first pilot symbols are allocated to a first OFDM symbol and a fifth OFDM symbol of the first subcarrier and to a
20 second OFDM symbol and a sixth OFDM symbol of the fifth subcarrier.

【Claim 3】 The method according to claim 2, wherein the resource block includes second pilot symbols generated by shifting each of the first pilot symbols on a 1 subcarrier basis.

5

【Claim 4】 The method according to claim 3, wherein the resource block includes the first pilot symbols and the second pilot symbols.

10 【Claim 5】 The method according to claim 1, the first pilot symbols are allocated at intervals of 2 OFDM symbols or at intervals of 3 OFDM symbols taking into consideration a coherent time of a moving speed of a terminal.

15 【Claim 6】 The method according to claim 1, wherein the predetermined allocation rate of the first pilot symbols has a range of substantially 11.11%.

20 【Claim 7】 The method according to claim 4, wherein the predetermined allocation rate of the pilot symbols has a range of substantially 22.22%.

【Claim 8】 The method according to claim 4, wherein, for boosting power of the first pilot symbols and the second

pilot symbols respectively, power is borrowed from at least one data symbol included in each OFDM symbol to which the first pilot symbols and the second pilot symbols are allocated.

5

【Claim 9】 The method according to claim 1, wherein the transmit antenna supports, as a multiple-antenna transmission scheme, at least one of Spatial Frequency Block Coding (SFBC), Spatial Time Block Coding (STBC),
10 and Spatial Multiplexing (SM).

【Claim 10】 The method according to claim 9, wherein, when the transmit antenna supports SFBC, the pilot symbols are located adjacent to each other in a frequency domain, and
15 wherein, when the transmit antenna supports STBC, the pilot symbols are located adjacent to each other in a time domain.

【Claim 11】 The method according to claim 1, wherein the
20 first pilot symbols are cyclically shifted on a prescribed OFDM symbol basis.

【Claim 12】 The method according to claim 1, wherein the first pilot symbols are cyclically shifted on a prescribed

subcarrier basis.

5 【Claim 13】 The method according to claim 1, wherein at least one of the pilot symbols is allocated to each edge of the resource block.

10 【Claim 14】 The method according to claim 13, wherein the pilot symbols perform position shift within a prescribed region located at each edge of the resource block.

15 【Claim 15】 The method according to claim 14, wherein the prescribed region has a 2x2 structure established from each edge of the resource block.

20 【Claim 16】 The method according to either claims 4 or 15, wherein, when the first pilot symbols are used for a first antenna and the second pilot symbols are used for a second antenna, the first antenna and the second antenna are discriminated using different codes.

25 【Claim 17】 The method according to either claims 4 or 15, wherein, when a first user and a second user perform collaborative transmission using one or more transmit antennas, the first and second users are discriminated

using different codes.

【Claim 18】 The method according to either claims 1 or 15,
wherein, when a first user and a second user perform
5 collaborative transmission, the first user and the second
user use the first pilot symbols, and

Wherein the first user and the second user are
discriminated using different codes.

10 【Claim 19】 The method according to claims 4, wherein,
when a first user and a second user perform collaborative
transmission using the resource block, the first pilot
symbols and the second pilot symbols are multiplexed
using different antenna indices for the first user and
15 the second user.

【Claim 20】 The method according to claims 4, wherein,
when a first user and a second user perform collaborative
transmission using the resource block, the first pilot
20 symbols and the second pilot symbols are multiplexed
using both different antenna indices for the first and
second users and codes for the first and second users.

FIG. 1

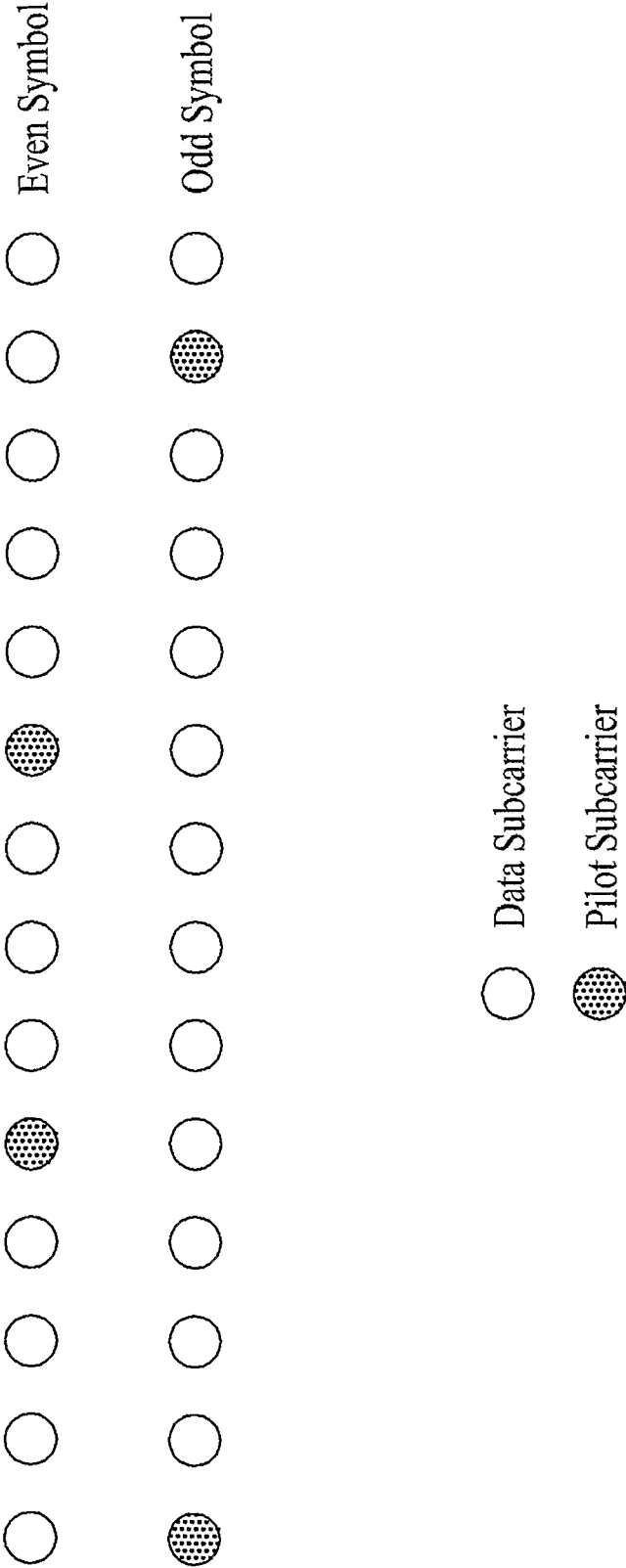


FIG. 2

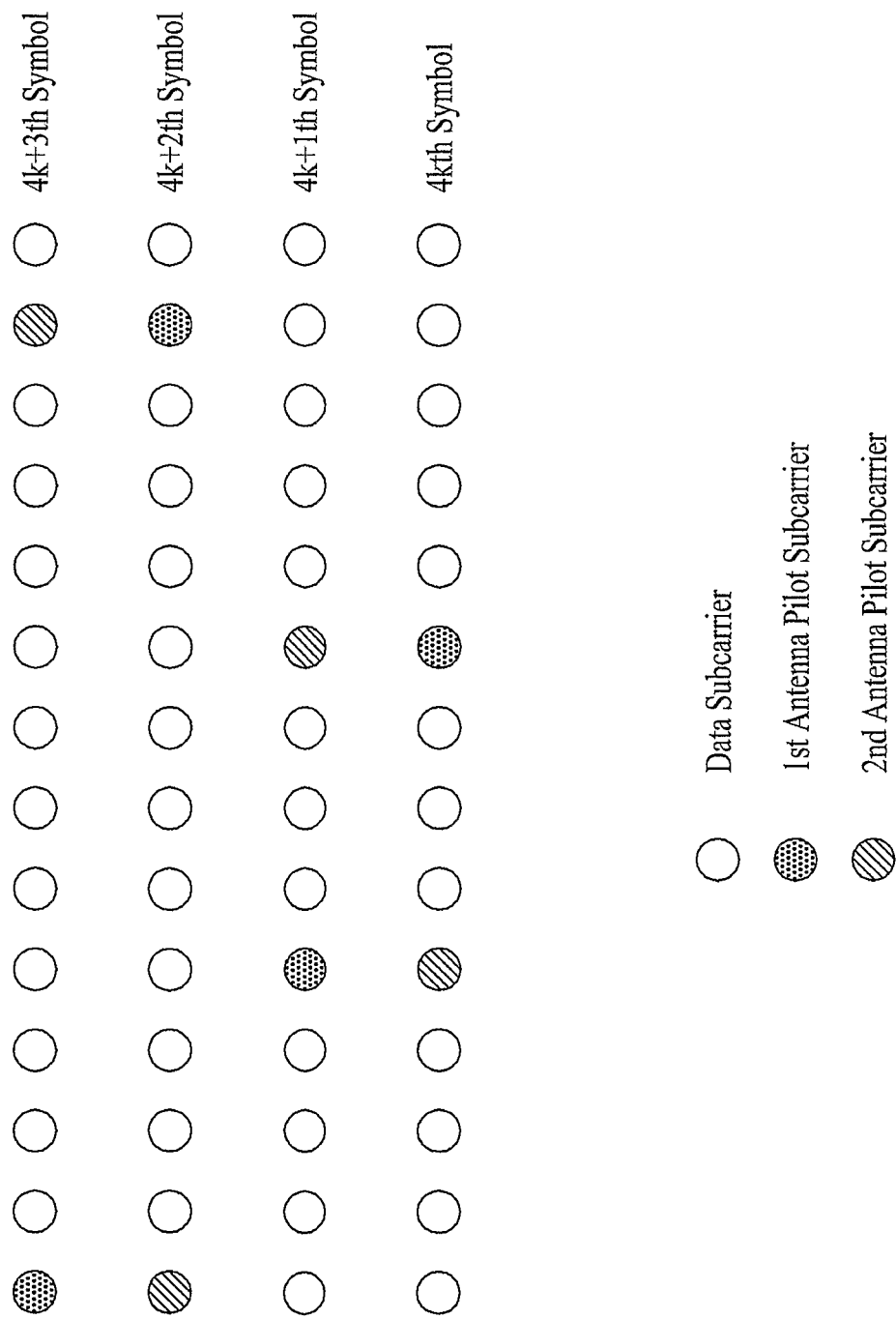


FIG. 3



FIG. 4

	0	1	2	3	4	5
0						
1	1			1		
2						
3						
4		1			1	
5						

(a)

	0	1	2	3	4	5
0						
1		1			1	
2						
3						
4		1			1	
5						

(b)

	0	1	2	3	4	5
0	1					1
1						
2						
3						
4						
5	1					1

(c)

	0	1	2	3	4	5
0	1					1
1						
2						
3	1					1
4						
5						

(d)

	0	1	2	3	4	5
0	1				1	
1						
2						
3						
4						
5	1				1	

(e)

	0	1	2	3	4	5
0	1				1	
1						
2						
3						
4						
5		1				1

(f)

	0	1	2	3	4	5
0	1				1	
1						
2						
3						
4		1				1
5						

(g)

	0	1	2	3	4	5
0	1					
1					1	
2						
3						
4		1				
5						1

(h)

	0	1	2	3	4	5
0	1				1	
1						
2						
3						
4	1				1	
5						

(i)

FIG. 5

	0	1	2	3	4	5
0	1					1
1						
2						
3						
4						
5		1			1	

(a)

	0	1	2	3	4	5
0	1					1
1						
2						
3						
4		1			1	
5						

(b)

	0	1	2	3	4	5
0	1					1
1						
2						
3						
4	1					1
5						

(c)

	0	1	2	3	4	5
0						
1	1					1
2						
3						
4						
5	1					1

(d)

	0	1	2	3	4	5
0						1
1	1					
2						
3						
4						1
5	1					

(e)

	0	1	2	3	4	5
0						
1	1				1	
2						
3						
4						
5	1				1	

(f)

	0	1	2	3	4	5
0						
1	1				1	
2						
3						
4						
5		1				1

(g)

	0	1	2	3	4	5
0					1	
1	1					
2						
3						
4					1	
5	1					

(h)

	0	1	2	3	4	5
0					1	
1	1					
2						
3						
4						1
5		1				

(i)

FIG. 6

	0	1	2	3	4	5
0						
1	1				1	
2						
3						
4		1				1
5						

(a)

	0	1	2	3	4	5
0						
1	1					1
2						
3						
4	1					1
5						

(b)

	0	1	2	3	4	5
0						
1		1				1
2						
3						
4						
5	1				1	

(c)

	0	1	2	3	4	5
0						
1		1				1
2						
3						
4						
5		1				1

(d)

	0	1	2	3	4	5
0					1	
1		1				
2						
3						
4					1	
5		1				

(e)

	0	1	2	3	4	5
0						
1		1			1	
2						
3						
4		1			1	
5						

(f)

	0	1	2	3	4	5
0						
1		1				1
2						
3						
4	1				1	
5						

(g)

	0	1	2	3	4	5
0						1
1		1				
2						
3						
4					1	
5	1					

(h)

	0	1	2	3	4	5
0						
1		1			1	
2						
3						
4						
5	1					1

(i)

FIG. 7

	0	1	2	3	4	5
0						1
1		1				
2						
3						
4						1
5		1				

(a)

	0	1	2	3	4	5
0		1				1
1						
2						
3						
4						
5	1				1	

(b)

	0	1	2	3	4	5
0		1				1
1						
2						
3						
4						
5		1				1

(c)

	0	1	2	3	4	5
0		1				1
1						
2						
3						
4		1				1
5						

(d)

	0	1	2	3	4	5
0		1			1	
1						
2						
3						
4	1					1
5						

(e)

	0	1	2	3	4	5
0		1				
1					1	
2						
3						
4		1				
5					1	

(f)

	0	1	2	3	4	5
0		1			1	
1						
2						
3						
4						
5		1			1	

(g)

	0	1	2	3	4	5
0		1				1
1						
2						
3						
4	1				1	
5						

(h)

	0	1	2	3	4	5
0		1				
1						1
2						
3						
4	1					
5					1	

(i)

FIG. 8

	0	1	2	3	4	5
0	1					
1		1				
2			1			
3				1		
4					1	
5						1

(a)

	0	1	2	3	4	5
0	1		1		1	
1						
2						
3						
4						
5		1		1		1

(b)

	0	1	2	3	4	5
0		1		1		1
1						
2						
3						
4						
5	1		1		1	

(c)

	0	1	2	3	4	5
0						
1	1		1		1	
2						
3						
4		1		1		1
5						

(d)

	0	1	2	3	4	5
0						
1		1		1		1
2						
3						
4	1		1		1	
5						

(e)

FIG. 9

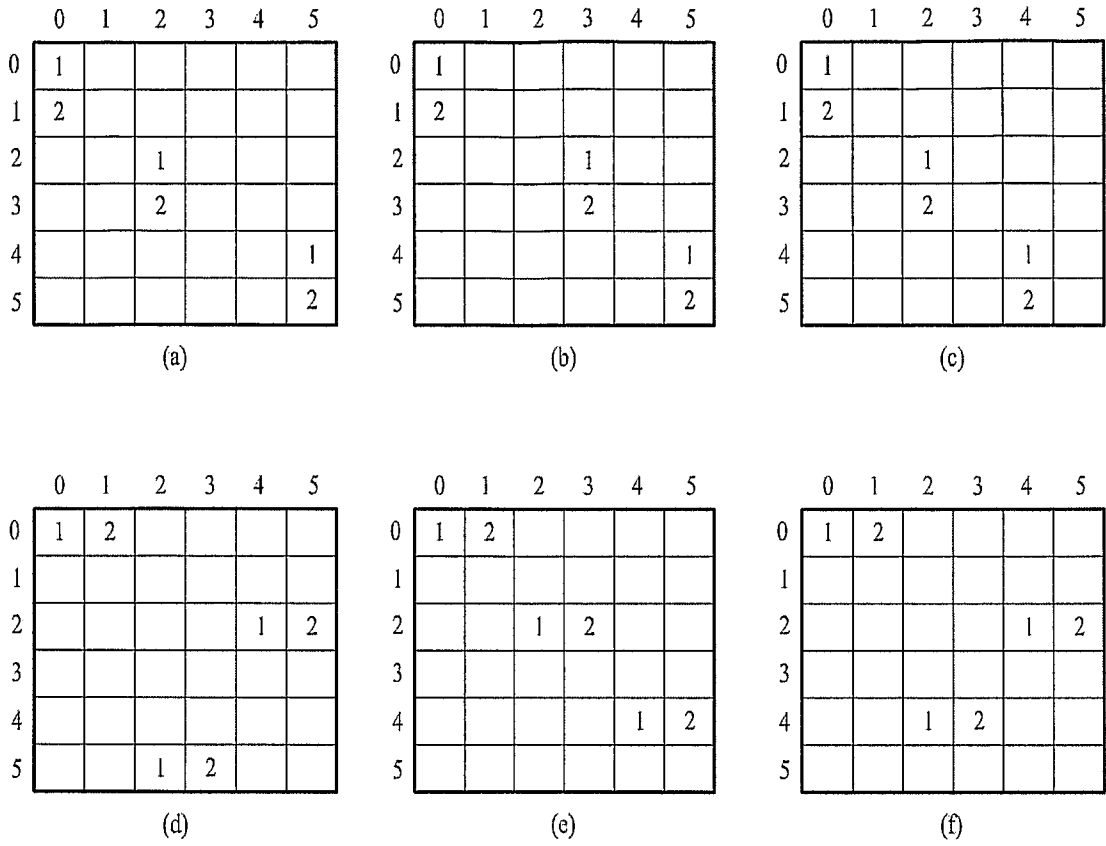


FIG. 10

	0	1	2	3	4	5
0	1	2			1	2
1						
2						
3						
4						
5	2	1			2	1

(a)

	0	1	2	3	4	5
0						
1	1	2			1	2
2						
3						
4	2	1			2	1
5						

(b)

	0	1	2	3	4	5
0	1					2
1	2					1
2						
3						
4	1					2
5	2					1

(c)

	0	1	2	3	4	5
0	1					2
1	2					1
2						
3						
4		1			2	
5		2			1	

(d)

	0	1	2	3	4	5
0		1			2	
1		2			1	
2						
3						
4	1					2
5	2					1

(e)

	0	1	2	3	4	5
0	1				2	
1	2				1	
2						
3						
4		1				2
5		2				1

(f)

	0	1	2	3	4	5
0						
1		1			2	
2		2			1	
3						
4		1			2	
5		2			1	

(g)

	0	1	2	3	4	5
0		1			2	
1		2			1	
2						
3						
4		1			2	
5		2			1	

(h)

	0	1	2	3	4	5
0		1				2
1		2				1
2						
3						
4	1				2	
5	2				1	

(i)

FIG. 11

	0	1	2	3	4	5
0	1					2
1		2			1	
2						
3						
4	2					1
5		1			2	

(a)

	0	1	2	3	4	5
0		1			2	
1	2					1
2						
3						
4		2			1	
5	1					2

(b)

	0	1	2	3	4	5
0		1			2	
1	2					1
2						
3						
4	1					2
5		2			1	

(c)

	0	1	2	3	4	5
0	1					2
1		2			1	
2						
3						
4		1			2	
5	2					1

(d)

	0	1	2	3	4	5
0						
1	1	2			1	2
2						
3						
4						
5	2	1			2	1

(e)

	0	1	2	3	4	5
0	1	2				
1					1	2
2						
3						
4	2	1				
5					2	1

(f)

	0	1	2	3	4	5
0					1	2
1	1	2				
2						
3						
4					2	1
5	2	1				

(g)

	0	1	2	3	4	5
0	1	2			1	2
1						
2						
3						
4	2	1			2	1
5						

(h)

	0	1	2	3	4	5
0	1				1	
1		2				2
2						
3						
4	2				2	
5		1				1

(i)

	0	1	2	3	4	5
0		2				1
1	1				2	
2						
3						
4		1				2
5	2				1	

(j)

FIG. 12

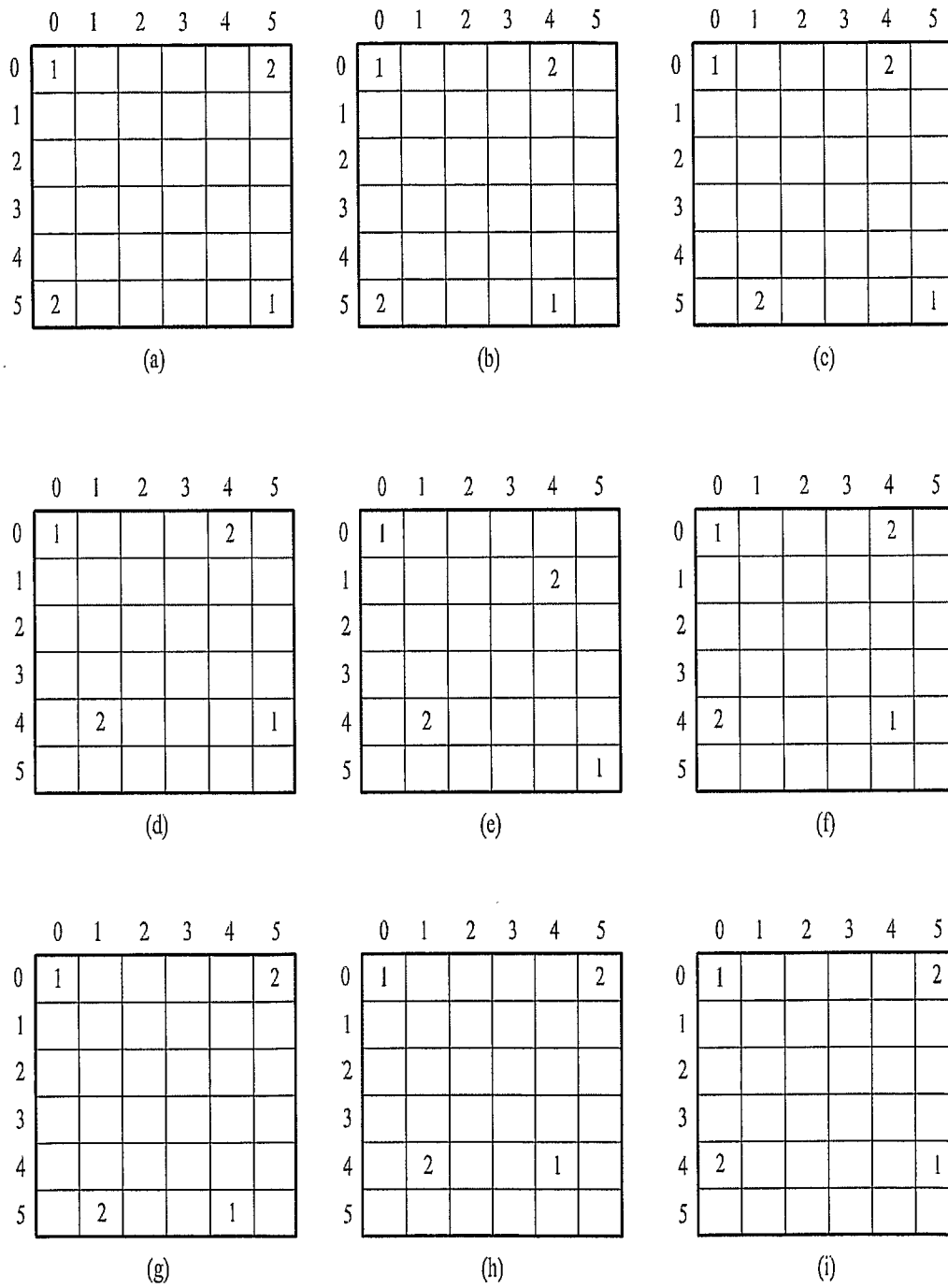


FIG. 13

	0	1	2	3	4	5
0						
1	1					2
2						
3						
4						
5	2					1

(a)

	0	1	2	3	4	5
0						2
1	1					
2						
3						
4						1
5	2					

(b)

	0	1	2	3	4	5
0						
1	1				2	
2						
3						
4						
5	2				1	

(c)

	0	1	2	3	4	5
0						
1	1				2	
2						
3						
4						
5		2				1

(d)

	0	1	2	3	4	5
0					2	
1	1					
2						
3						
4					1	
5	2					

(e)

	0	1	2	3	4	5
0					2	
1	1					
2						
3						
4						1
5		2				

(f)

	0	1	2	3	4	5
0						
1	1				2	
2						
3						
4		2				1
5						

(g)

	0	1	2	3	4	5
0						
1	1					2
2						
3						
4	2					1
5						

(h)

	0	1	2	3	4	5
0						
1		1				2
2						
3						
4						
5	2				1	

(i)

FIG. 14

	0	1	2	3	4	5
0						
1		1				2
2						
3						
4						
5		2				1

(a)

	0	1	2	3	4	5
0					2	
1		1				
2						
3						
4					1	
5		2				

(b)

	0	1	2	3	4	5
0						
1		1			2	
2						
3						
4		2			1	
5						

(c)

	0	1	2	3	4	5
0						
1		1				2
2						
3						
4	2				1	
5						

(d)

	0	1	2	3	4	5
0						2
1		1				
2						
3						
4					1	
5	2					

(e)

	0	1	2	3	4	5
0						
1		1			2	
2						
3						
4						
5	2					1

(f)

	0	1	2	3	4	5
0						2
1		1				
2						
3						
4						1
5		2				

(g)

	0	1	2	3	4	5
0		1				2
1						
2						
3						
4						
5	2				1	

(h)

	0	1	2	3	4	5
0		1				2
1						
2						
3						
4						
5		2				1

(i)

FIG. 15

	0	1	2	3	4	5
0		1				2
1						
2						
3						
4		2				1
5						

(a)

	0	1	2	3	4	5
0		1			2	
1						
2						
3						
4	2					1
5						

(b)

	0	1	2	3	4	5
0		1				
1					2	
2						
3						
4		2				
5					1	

(c)

	0	1	2	3	4	5
0		1			2	
1						
2						
3						
4						
5		2			1	

(d)

	0	1	2	3	4	5
0		1				2
1						
2						
3						
4	2				1	
5						

(e)

	0	1	2	3	4	5
0		1				
1						2
2						
3						
4	2					
5					1	

(f)

FIG. 16

	0	1	2	3	4	5
0	1		2		1	
1						
2						
3						
4						
5		2		1		2

(a)

	0	1	2	3	4	5
0		1		2		1
1						
2						
3						
4						
5	2		1		2	

(b)

	0	1	2	3	4	5
0						
1	1		2		1	
2						
3						
4		2		1		2
5						

(c)

	0	1	2	3	4	5
0						
1		1		2		1
2						
3						
4	2		1		2	
5						

(d)

FIG. 17

	0	1	2	3	4	5
0						
1	1			1		
2						
3						
4		1			1	
5						

(a)

	0	1	2	3	4	5
0						
1		1			1	
2						
3						
4			1			1
5						

(b)

	0	1	2	3	4	5
0						
1			1			1
2						
3						
4	1			1		
5						

(c)

	0	1	2	3	4	5
0	1			1		
1						
2						
3		1			1	
4						
5						

(d)

	0	1	2	3	4	5
0		1			1	
1						
2						
3			1			1
4						
5						

(e)

	0	1	2	3	4	5
0			1			1
1						
2						
3	1			1		
4						
5						

(f)

	0	1	2	3	4	5
0						
1						
2	1			1		
3						
4						
5		1			1	

(g)

	0	1	2	3	4	5
0						
1						
2		1			1	
3						
4						
5			1			1

(h)

	0	1	2	3	4	5
0						
1						
2			1			1
3						
4						
5	1			1		

(i)

FIG. 18

	0	1	2	3	4	5
0	1					
1		1				
2			1			
3				1		
4					1	
5						1

(a)

	0	1	2	3	4	5
0		1				
1			1			
2				1		
3					1	
4						1
5	1					

(b)

	0	1	2	3	4	5
0			1			
1				1		
2					1	
3						1
4	1					
5		1				

(c)

	0	1	2	3	4	5
0				1		
1					1	
2						1
3	1					
4		1				
5			1			

(d)

	0	1	2	3	4	5
0					1	
1						1
2	1					
3		1				
4			1			
5				1		

(e)

	0	1	2	3	4	5
0						1
1	1					
2		1				
3			1			
4				1		
5					1	

(f)

FIG. 19

	0	1	2	3	4	5
0	1	2				
1						
2			1	2		
3						
4					1	2
5						

(a)

	0	1	2	3	4	5
0	1					
1	2					
2			1			
3			2			
4					1	
5					2	

(b)

	0	1	2	3	4	5
0	1	2				
1						
2					1	2
3						
4			1	2		
5						

(c)

	0	1	2	3	4	5
0	1	2				
1						
2					1	2
3						
4						
5			1	2		

(d)

FIG. 20

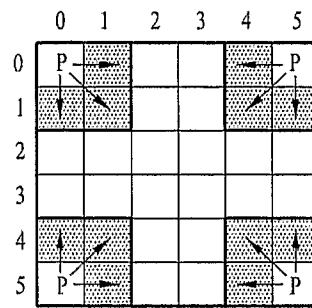
	0	1	2	3	4	5
0						
1	1	2			1	2
2						
3						
4	2	1			2	1
5						

(a)

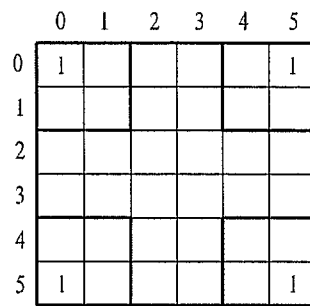
	0	1	2	3	4	5
0						
1		1			2	
2		2			1	
3						
4		1			2	
5		2			1	

(b)

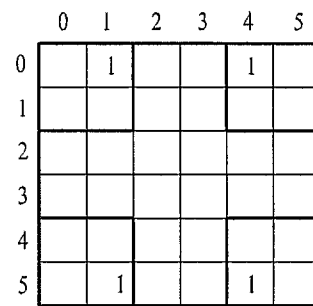
FIG. 21



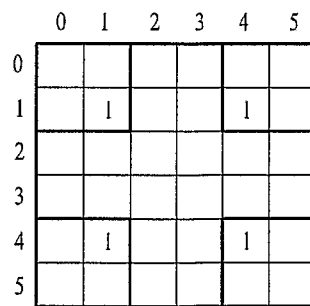
(a)



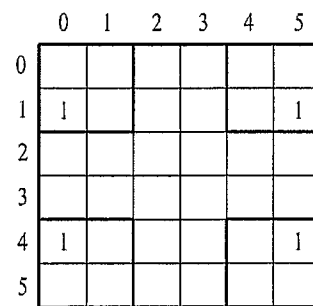
(b)



(c)

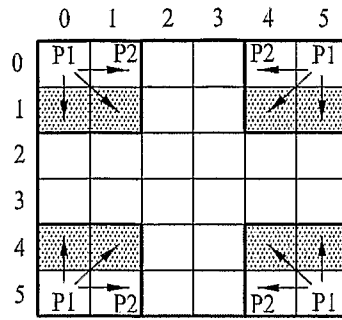


(d)



(e)

FIG. 22



(a)

	0	1	2	3	4	5
0	1	2			1	2
1						
2						
3						
4						
5	2	1			2	1

(b)

	0	1	2	3	4	5
0						
1	1	2			1	2
2						
3						
4	2	1			2	1
5						

(c)

	0	1	2	3	4	5
0	1					2
1	2					1
2						
3						
4	1					2
5	2					1

(d)

	0	1	2	3	4	5
0		1			2	
1		2			1	
2						
3						
4		1			2	
5		2			1	

(e)