



# **Mixed-initiative mission planning considering human operator state estimation based on physiological sensors**

**Nicolas Drougard**

# Context and Goal

Human-machine systems

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## Increasing use of automated systems

aircrafts, cars, unmanned vehicles (military operation, contaminated area), ...

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Human factors involved in 80% of AAVs accidents! [Wil]

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Human operator weaknesses

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## Potential effects of a mission on human operators:

- stress (danger, pressure)
- workload (multi-task, hard tasks)
- fatigue, boredom (long mission)

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### Potential effects of a mission on human operators:

- stress (danger, pressure)
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### Consequences:

- mental confusion
- attentional tunneling
- mind wandering
- lower vigilance
- ...

increase in accident risk resulting in mission fails

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use of human state feedbacks!

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- [SCD15] target identification task (ground robot)
  - **devices:** eye tracking + electrocardiography
  - **human state:** *cognitive availability* **estimation**
  - **superv. validation:** **simulations** of the system  
(including human behavior)

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- [GCLD16] search and rescue task (AAVs)
  - **device:** eye tracking
  - **human state:** *current human task* = human gaze
  - **superv. validation:** tested on 10 volunteers

# Context and Goal

work on progress

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## Next stage

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    - type of human behavior
- [NRGS15]

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robot/supervision sequential decisions computation: POMDP

# Alternative uncertainty theories

Imprecision modeling

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imprecise expert information on unavailable **p**?  
small number of volunteers?

- poor statistical analysis
- low level confidence on computed **p**

# Alternative uncertainty theories

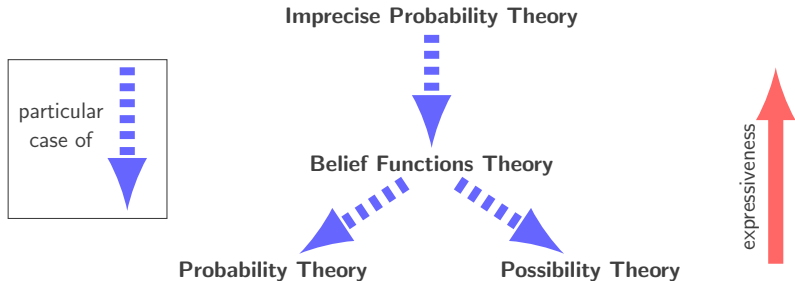
## Imprecision modeling

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→ model imprecision using alternative uncertainty theories  
[DDFT15]



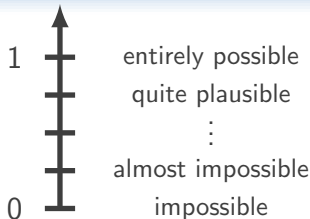


# Alternative uncertainty theories

Qualitative Possibility Theory – (max,min) “tropical” algebra

**finite scale  $\mathcal{L}$**

usually  $\{0, \frac{1}{k}, \frac{2}{k}, \dots, 1\}$



events  $E \subset \Omega$  (universe)

**sorted** using possibility **degrees**  $\Pi(E) \in \mathcal{L}$

$\neq$

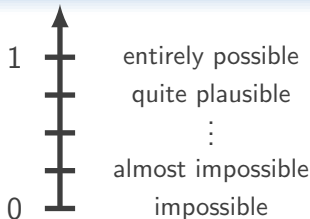
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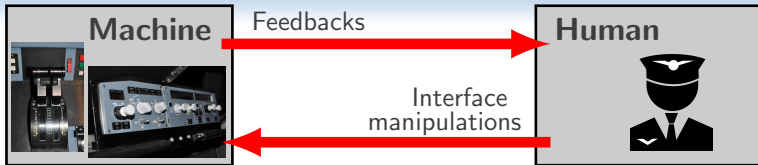
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$$\Pi(E) = \max_{e \in E} \Pi(\{e\}) = \max_{e \in E} \pi(e)$$

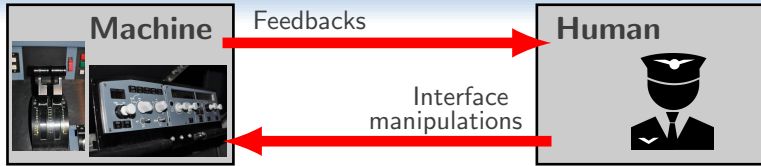
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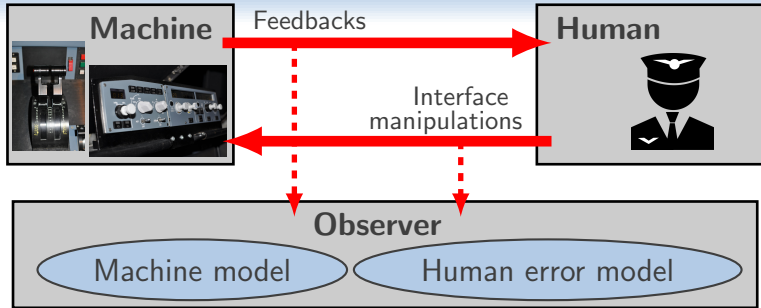
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**Issue:** incorrect human assessment of the machine state  
→ **accident risk**

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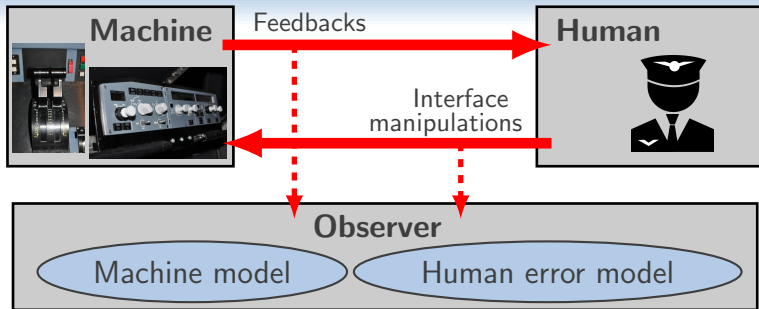
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joint work with Sergio Pizziol – Context



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$\pi$ -POMDP without actions:  $\pi$ -Hidden Markov Process

- **system space**  $\mathcal{S}$ : set of human assessments → **hidden**
- **observation space**  $\mathcal{O}$ : feedbacks/human manipulations

# Alternative uncertainty theories

Human error model from expert knowledge

Machine with states  $A, B, C, \dots$

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Machine state transition  $A \rightarrow B$

■ observation: **machine feedback**  $o'_f \in \mathcal{O}$ :

“human usually aware of feedbacks”  $\rightarrow \pi(s'_B, o'_f \mid s_A) = 1$

“but may lose a feedback”  $\rightarrow \pi(s'_A, o'_f \mid s_A) = \frac{2}{3}$



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■ impossible cases: possibility degree 0

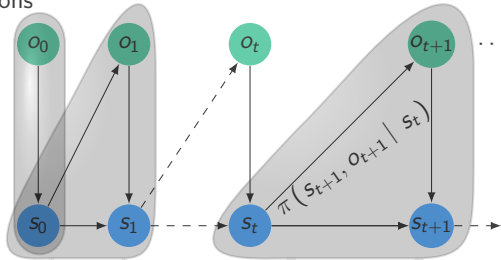
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$\pi$ -HMP, detection & diagnosis tool for HMI (with Sergio Pizziol)

feedbacks/manipulations

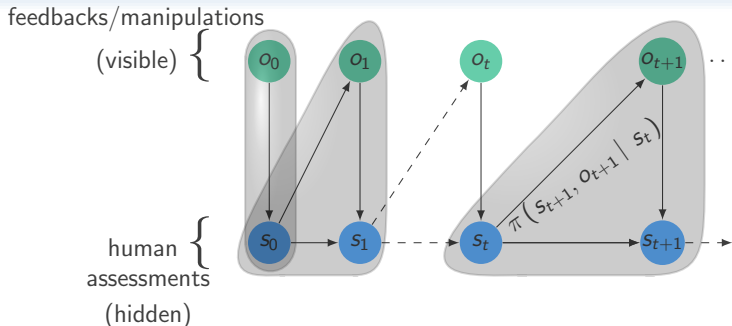
(visible) {

human {  
assessments  
(hidden)



# Alternative uncertainty theories

$\pi$ -HMP, detection & diagnosis tool for HMI (with Sergio Pizziol)



- **estimation** of the human assessment  
 $\Leftrightarrow$  **possibilistic belief state**
- **detection** of human assessment errors + **diagnosis**
- validated with pilots on flight simulator missions



Nicolas Drougard, Didier Dubois, Jean-Loup Farges, and Florent Teichteil-Königsbuch.

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# Thank you!