

Analysis and Control of Large Scale Aerospace Systems

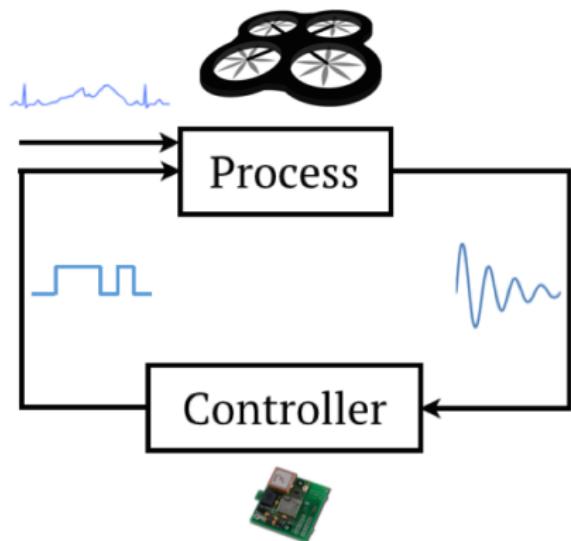
from Planetary Landing to Drone
Traffic Management

Abhishek Halder

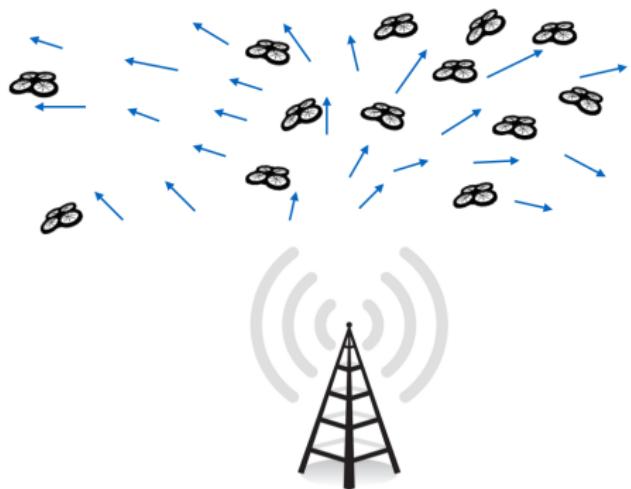
Department of Mechanical and Aerospace Engineering
University of California, Irvine
Irvine, CA 92697-3975

Motivation: Drone Traffic Management

Controlling A Drone

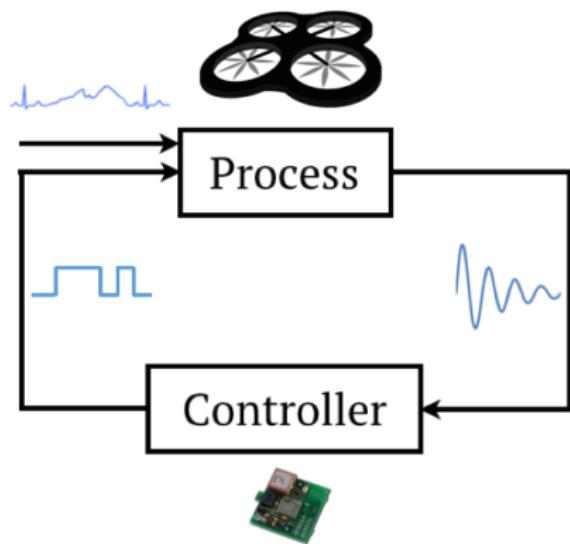


Controlling Swarm of Drones

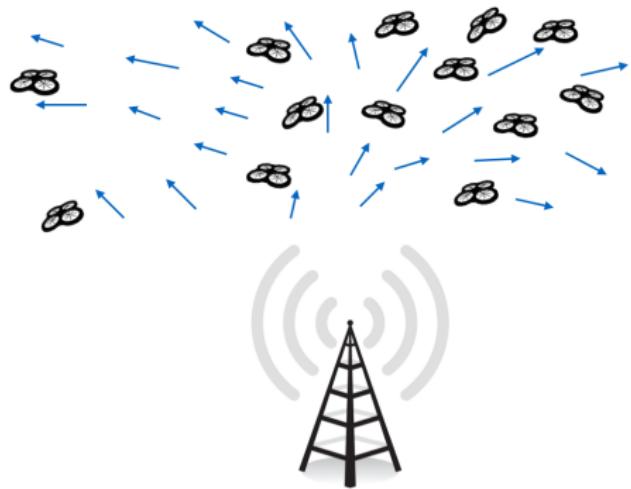


Motivation: Drone Traffic Management

Controlling A Drone



Controlling Swarm of Drones



Large number of agents \rightsquigarrow Population density

Motivation: Mars Entry-Descent-Landing

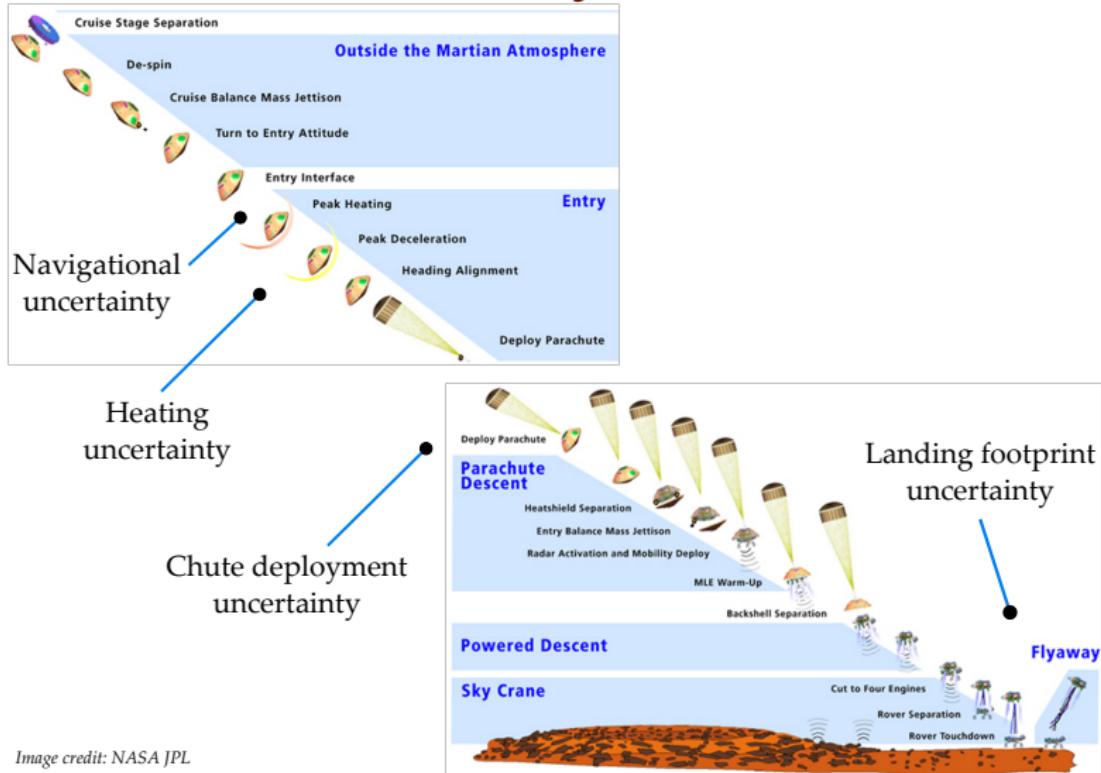
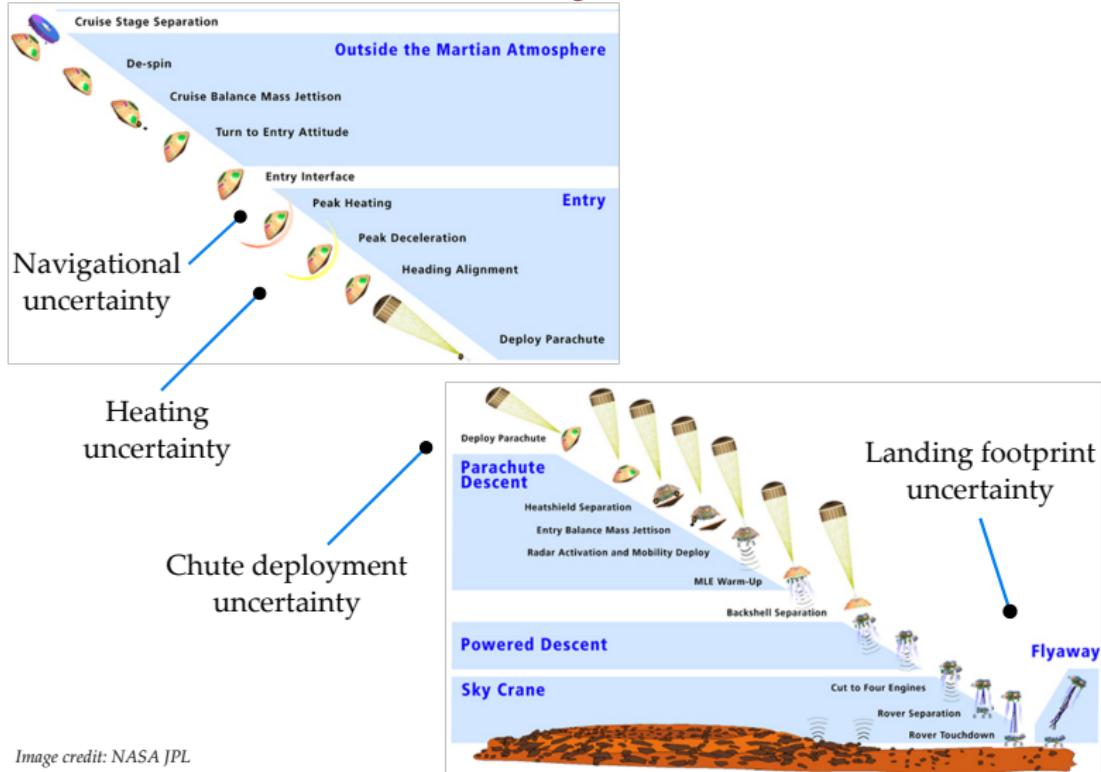


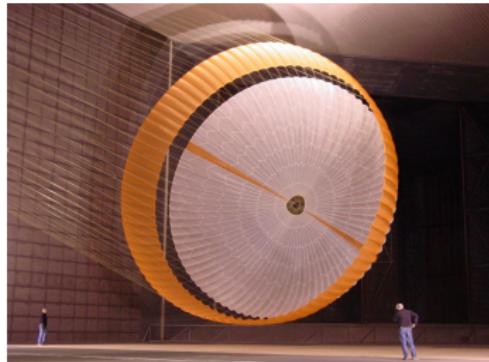
Image credit: NASA JPL

Motivation: Mars Entry-Descent-Landing

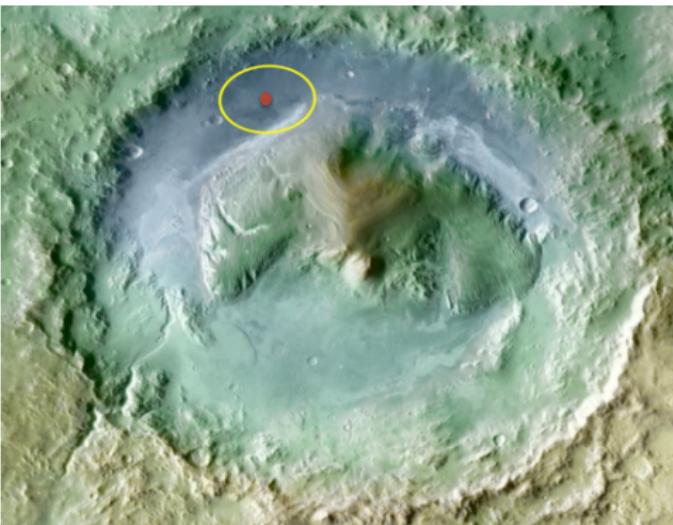
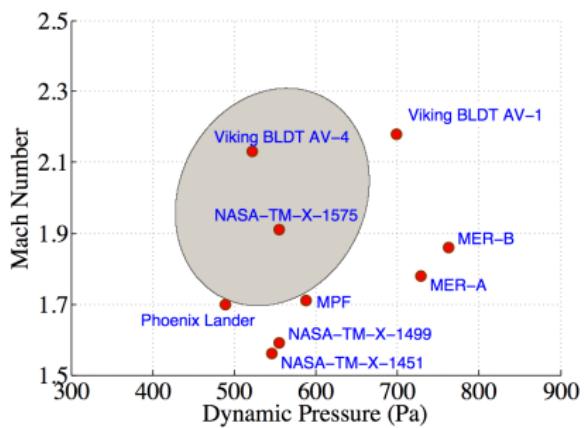


Large number of uncertain scenarios \rightsquigarrow Probability density

Motivation: Mars Entry-Descent-Landing

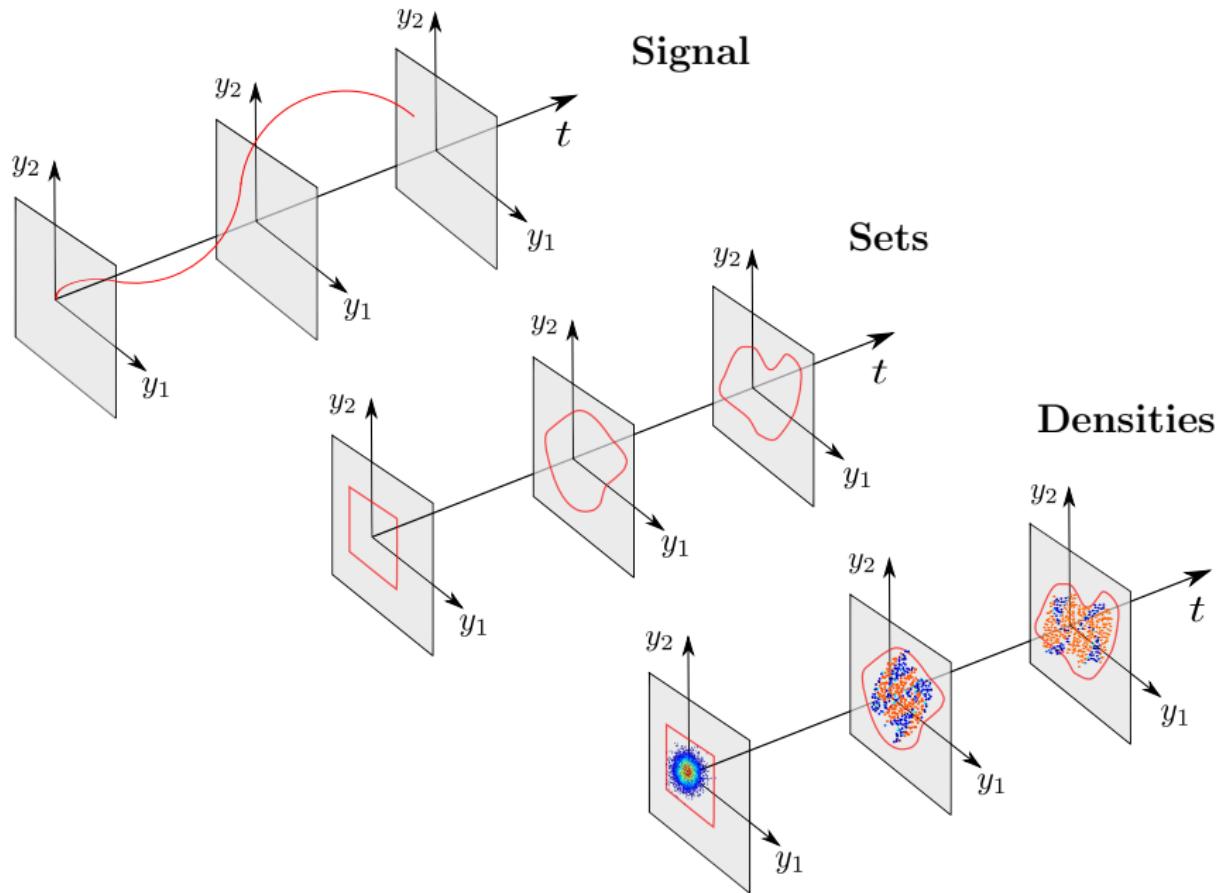


Supersonic parachute



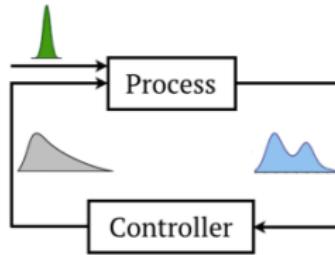
Gale Crater (4.49S, 137.42E)

What to Analyze and Control

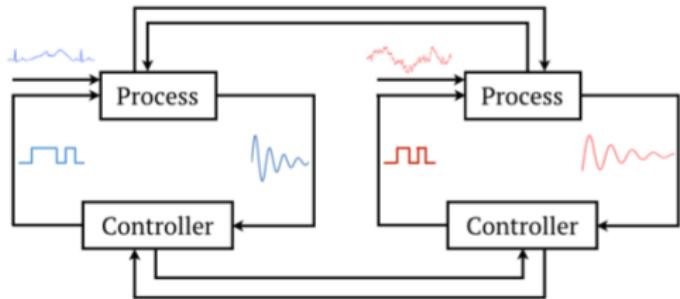


Outlook

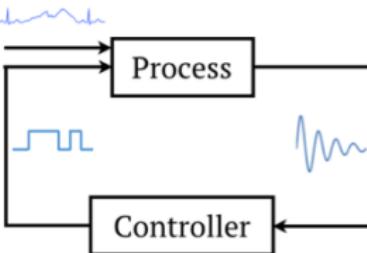
Continuum of systems



Finitely many systems



One system



Outline of Today's Talk

Part I: An Application

Propagating Density in Planetary EDL

Part II: A Theory

Controlling Density

Part III: Ongoing and Future Research

Unmanned Aerial Systems Traffic Management

Part I. An Application

Propagating Density in Planetary EDL

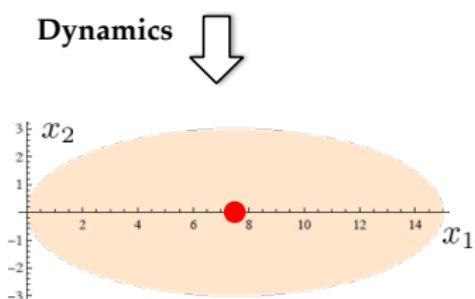
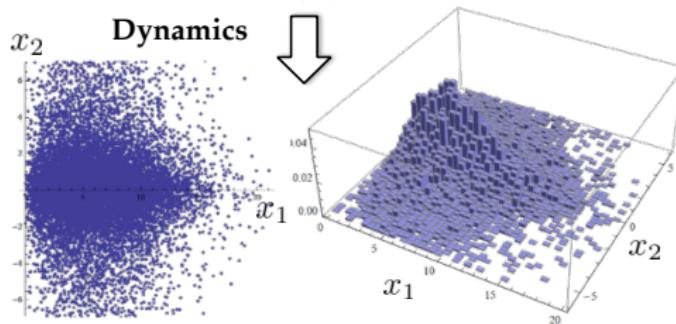
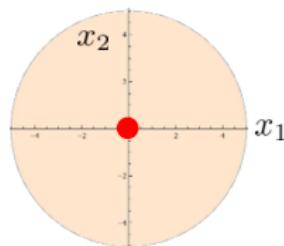
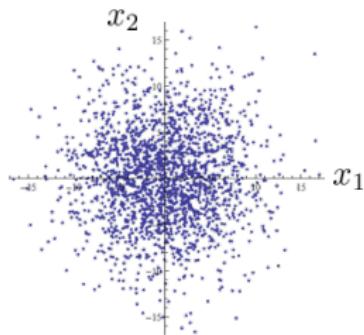
Forecasting, Estimation, Validation, Verification

Joint work with R. Bhattacharya (Texas A&M), J. Balaram (JPL)

State-of-the-art

Nonlinear Dynamics with
Monte Carlo on Samples

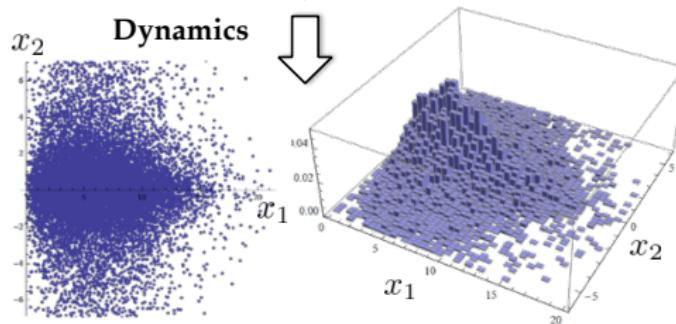
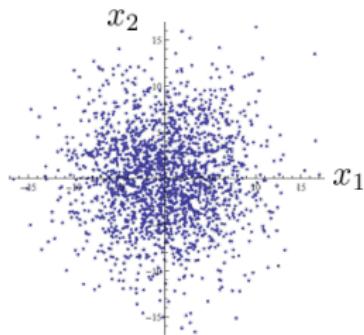
Linear Dynamics with
Gaussian Uncertainty



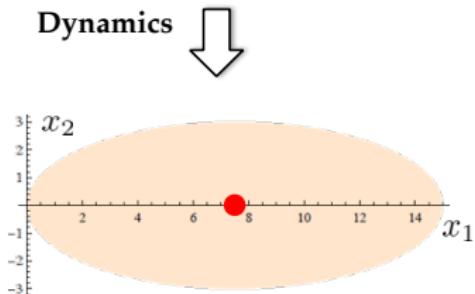
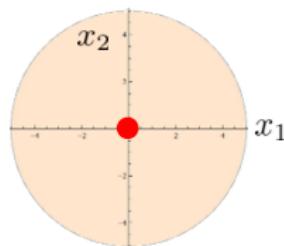
State-of-the-art

Nonlinear Dynamics with
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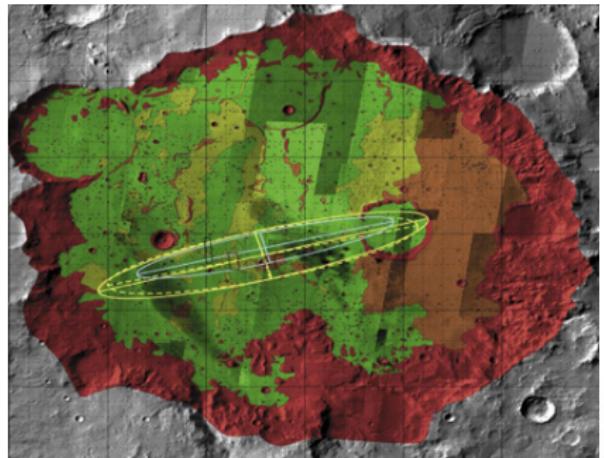


too expensive
for EDL simulation

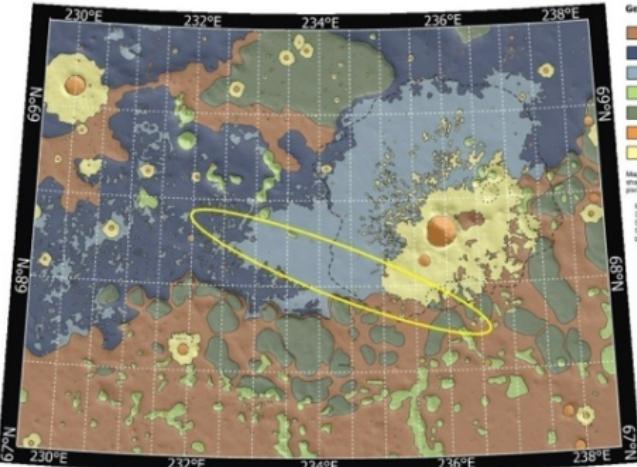


too ideal
for EDL simulation

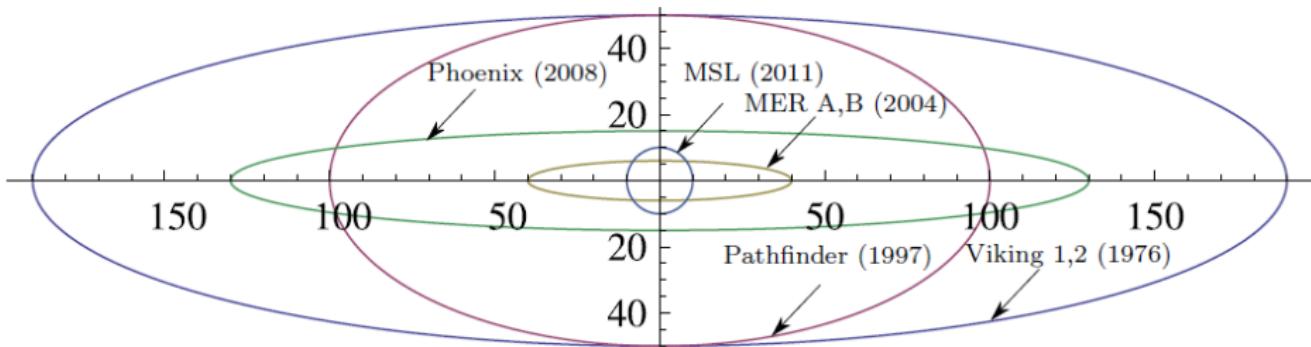
How Bad is Gaussian Fit



Source: Golombek et al., J. Geophys. Research. 2003



Credit: NASA JPL, Univ. Washington, St. Louis, JHU APL, Univ. Arizona.



Propagating Joint Density Function

Trajectory dynamics

$$\dot{\mathbf{x}}(t) = \mathbf{f}(\mathbf{x}(t), \mathbf{p}), \quad \mathbf{x} \in \mathbb{R}^{n_s}, \quad \mathbf{p} \in \mathbb{R}^{n_p}; \quad \mathbf{x}(0), \mathbf{p} \text{ random}$$

$$\dot{\mathbf{x}}_e(t) = \mathbf{f}_e(\mathbf{x}_e(t)), \quad \mathbf{x}_e := \begin{bmatrix} \mathbf{x} \\ \mathbf{p} \end{bmatrix} \in \mathbb{R}^{n_s+n_p}, \quad \mathbf{x}_e(0) \sim \rho_0(\mathbf{x}_e)$$

Density dynamics

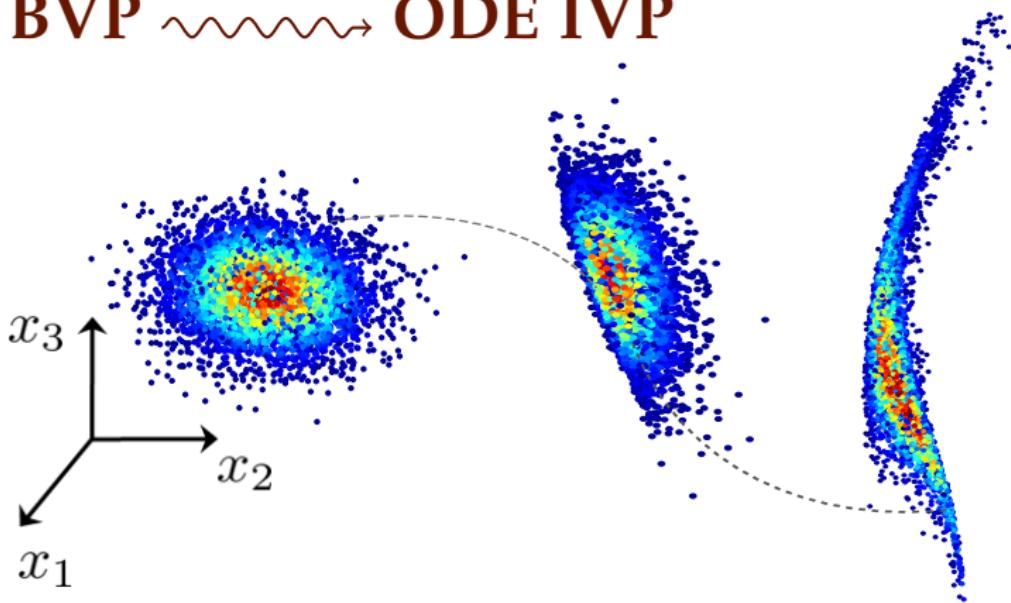
Liouville PDE for joint density $\rho(\mathbf{x}_e(t), t)$

$$\frac{\partial \rho}{\partial t} + \nabla \cdot (\rho \mathbf{f}) = 0$$

Method of characteristics (MOC)

$$\dot{\mathbf{x}}_e(t) = \mathbf{f}_e(\mathbf{x}_e(t)), \quad \dot{\rho}(t) = -\rho \nabla \cdot \mathbf{f}, \quad \begin{bmatrix} \mathbf{x}_e(0) \\ \rho(0) \end{bmatrix} = \begin{bmatrix} \mathbf{x}_e(0) \\ \rho_0(\mathbf{x}_e(0)) \end{bmatrix}$$

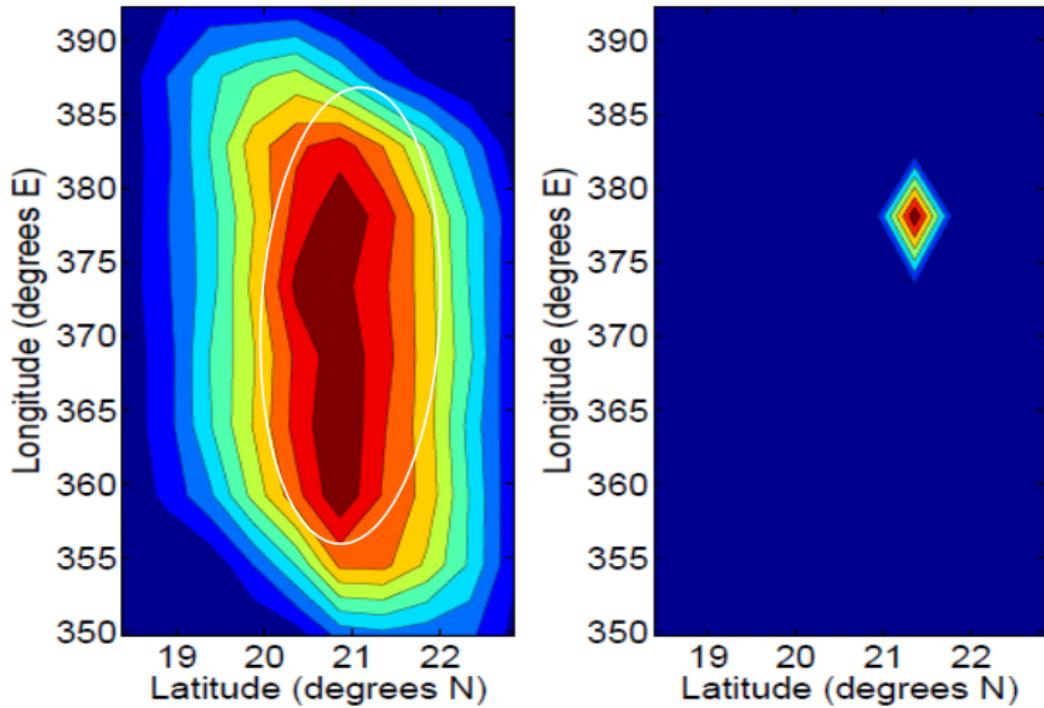
MOC
PDE BVP \rightsquigarrow ODE IVP



MC simulation	Liouville MOC
Offline post-processing	Online
Histogram approximation	Exact arithmetic
Grid based	Meshless
n_s ODEs per sample	$n_s + 1$ ODEs per sample

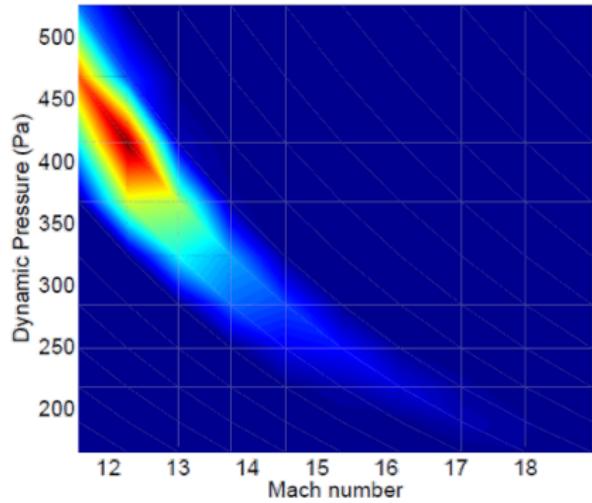
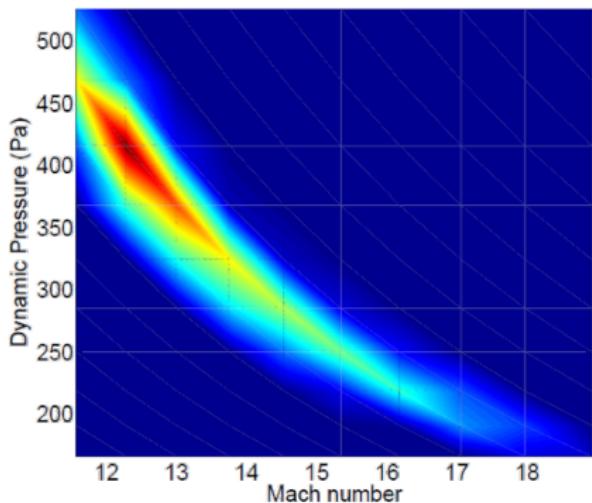
Application to Mars EDL

Landing Footprint Uncertainty



Application to Mars EDL

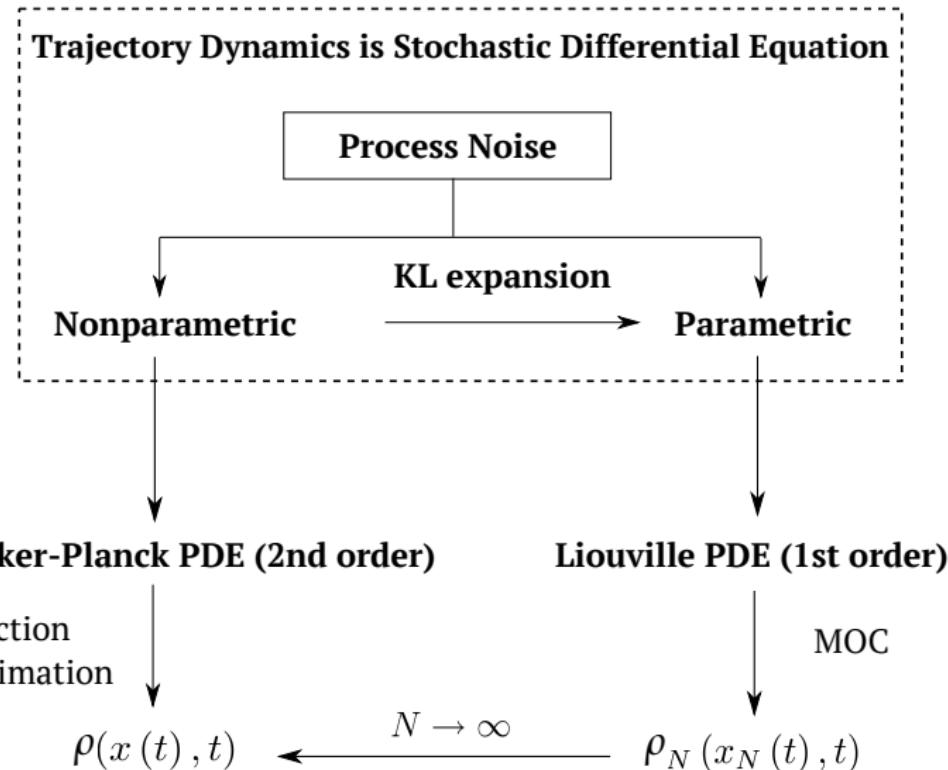
Chute Deployment Uncertainty



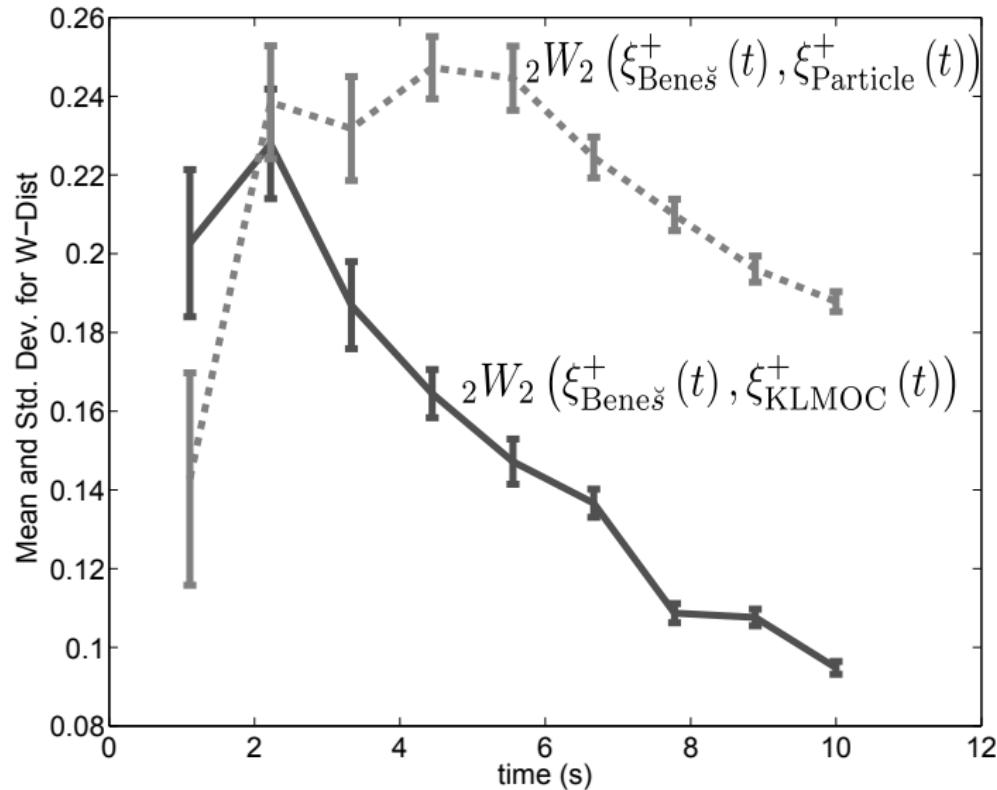
A.H., R. Bhattacharya, Dispersion Analysis in Hypersonic Flight During Planetary Entry Using Stochastic Liouville Equation, *Journal of Guidance, Control, and Dynamics*, 2011.

A.H., R. Bhattacharya, Beyond Monte Carlo: A Computational Framework for Uncertainty Propagation in Planetary Entry, Descent and Landing, *AIAA GNC*, 2010.

Extension for Process Noise



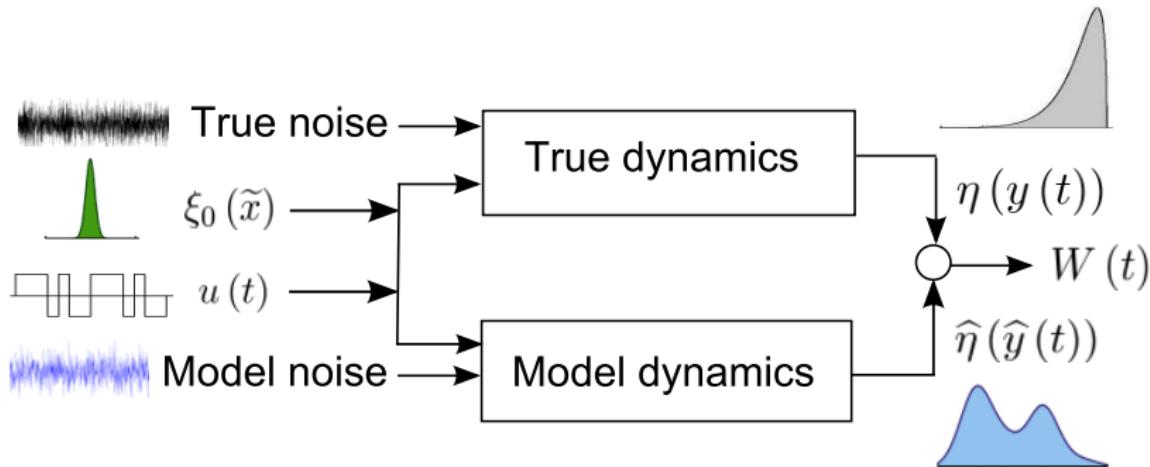
Application to Nonlinear Filtering



P. Dutta, A.H., R. Bhattacharya, Nonlinear Estimation with Perron-Frobenius Operator and Karhunen-Loève Expansion , *IEEE Transactions on Aerospace and Electronic Systems*, 2015.

P. Dutta, A.H., R. Bhattacharya, Nonlinear Filtering with Transfer Operator, ACC, 2013.

Model and Controller V&V



K. Lee, A.H., R. Bhattacharya, Performance and Robustness Analysis of Stochastic Jump Linear Systems using Wasserstein Metric, *Automatica*, 2015.

A.H., R. Bhattacharya, Probabilistic Model Validation for Uncertain Nonlinear Systems, *Automatica*, 2014.

A.H., L. Lee, R. Bhattacharya, A Dynamical System Pair with Identical First Two Moments But Different Probability Densities, *CDC*, 2014.

K. Lee, A.H., R. Bhattacharya, Probabilistic Robustness Analysis of Stochastic Jump Linear Systems, *ACC*, 2014.

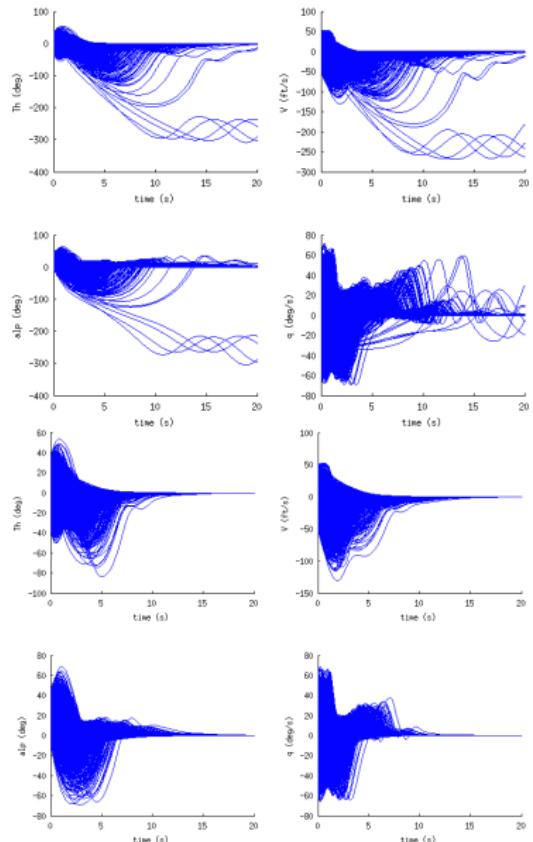
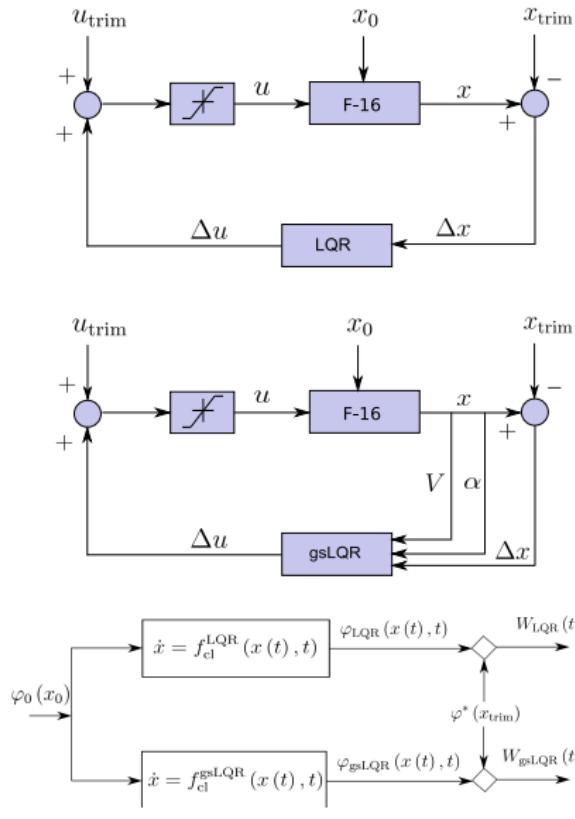
A.H., R. Bhattacharya, Frequency Domain Model Validation in Wasserstein Metric , *ACC*, 2013.

A.H., R. Bhattacharya, Further Results on Probabilistic Model Validation in Wasserstein Metric, *CDC*, 2012.

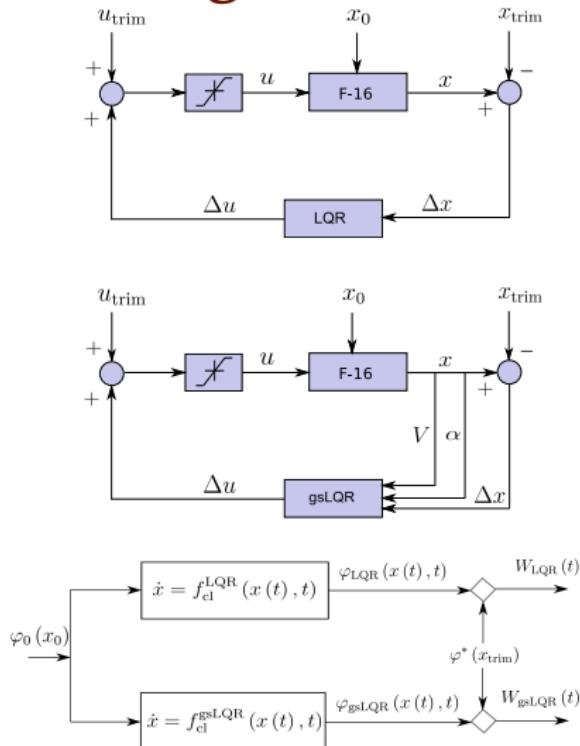
A.H., R. Bhattacharya, Model Validation: A Probabilistic Formulation, *CDC*, 2011.

F-16 Flight Controller Verification

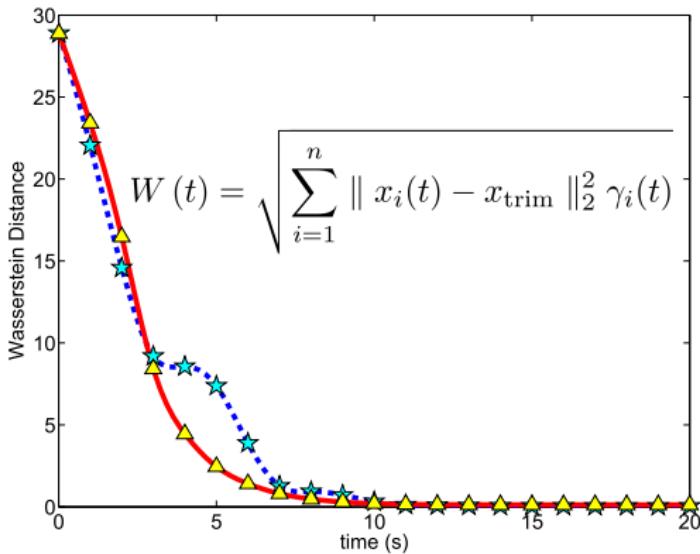
LQR vs. gsLQR Results: (MC)



F-16 Flight Controller Verification



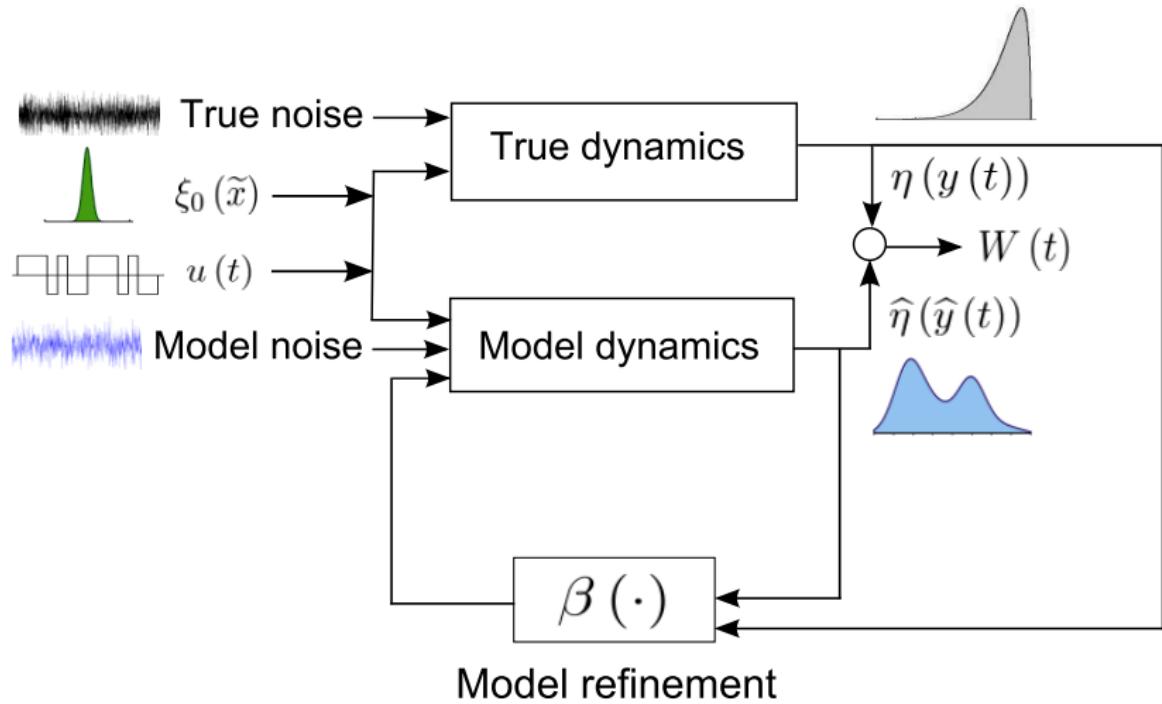
LQR vs. gsLQR Results: (MOC)



A.H., K. Lee, R. Bhattacharya, Optimal Transport Approach for Probabilistic Robustness Analysis of F-16 Controllers, *Journal of Guidance, Control, and Dynamics*, 2015.

A.H., K. Lee, R. Bhattacharya, Probabilistic Robustness Analysis of F-16 Controller Performance: An Optimal Transport Approach, ACC, 2013.

Model Refinement



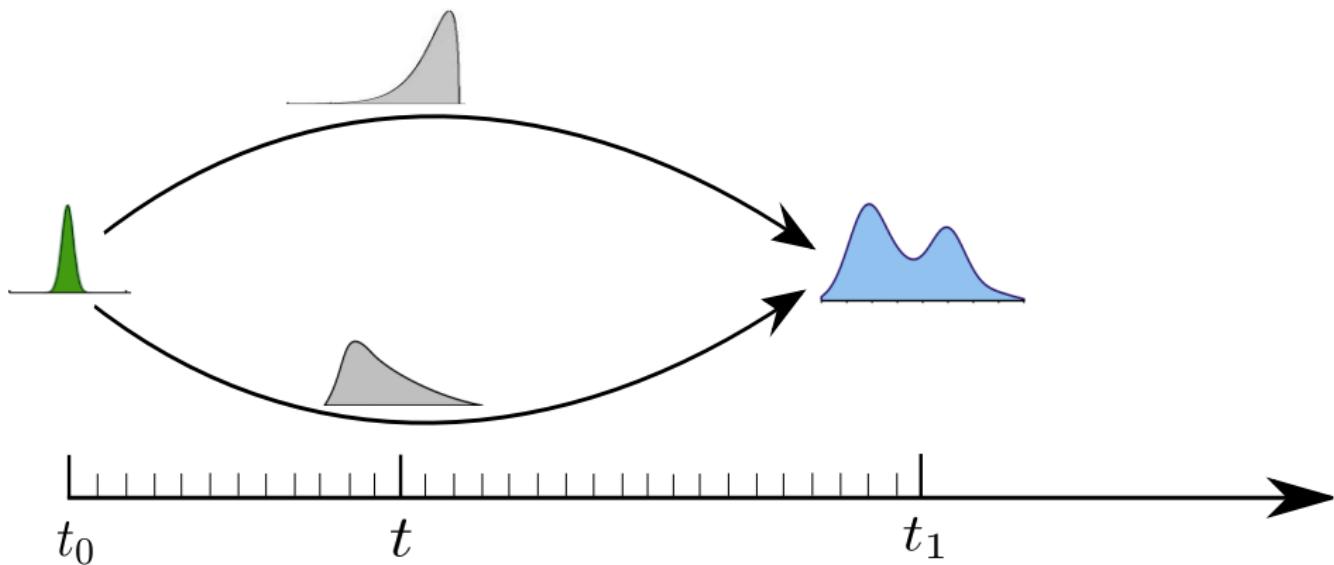
Part II. A Theory

Controlling Density

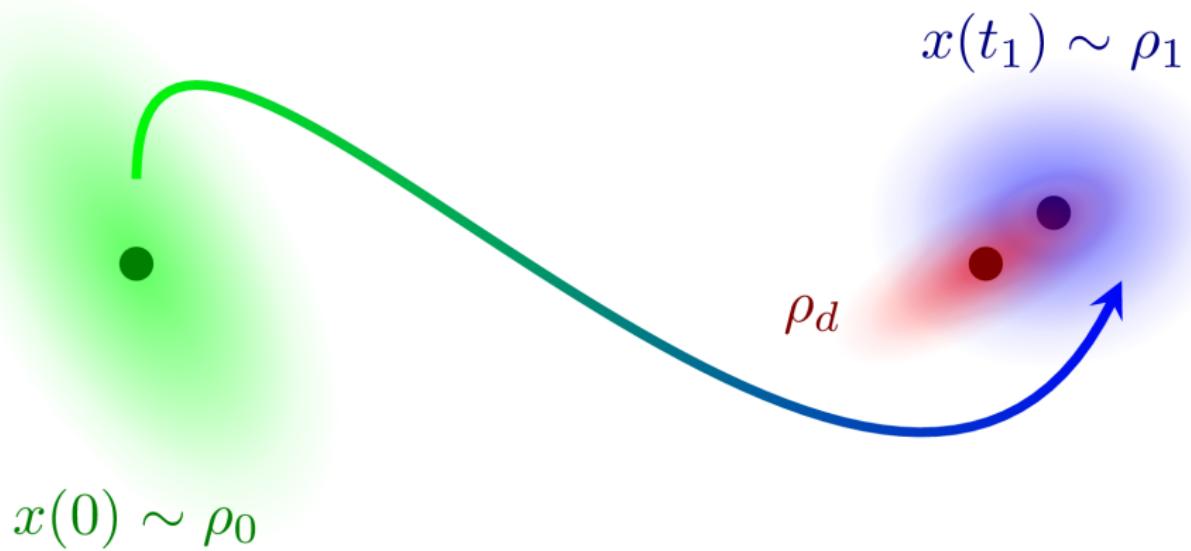
Finite Horizon LQG Density Regulator

Joint work with E.D.B. Wendel (Draper Laboratory)

How to Go from One Density to Another



or Close to Another



LQG State Regulator

$$\min_{u \in \mathcal{U}} \phi(x_1, x_d) + \mathbb{E}_x \left[\int_0^{t_1} (x^\top Q x + u^\top R u) dt \right]$$

$$dx(t) = Ax(t) dt + Bu(t) dt + F dw(t),$$

$x(0) = x_0$ given, x_d given, t_1 fixed,

Typical terminal cost: MSE

$$\phi(x_1, x_d) = \mathbb{E}_{x_1} [(x_1 - x_d)^\top M (x_1 - x_d)]$$

LQG Density Regulator

$$\min_{u \in \mathcal{U}} \varphi(\rho_1, \rho_d) + \mathbb{E}_x \left[\int_0^{t_1} (x^\top Q x + u^\top R u) dt \right]$$

$$dx(t) = Ax(t) dt + Bu(t) dt + F dw(t),$$

$x(0) \sim \rho_0$ given, $x_d \sim \rho_d$ given, t_1 fixed,

Proposed terminal cost: MMSE

$$\varphi(x_1, x_d) = \inf_{y \sim \rho \in \mathcal{P}_2(\rho_1, \rho_d)} \mathbb{E}_y [(x_1 - x_d)^\top M (x_1 - x_d)],$$

where $y := (x_1, x_d)^\top$

Formulation: LQG Density Regulator

$$\varphi(\rho_1,\rho_d)$$

|

$$\begin{aligned} \min_{u \in \mathcal{U}} \quad & \inf_{y \sim \rho \in \mathcal{P}_2(\rho_1, \rho_d)} \mathbb{E}_y \left[(x_1 - x_d)^\top M (x_1 - x_d) \right] \\ & + \mathbb{E}_x \left[\int_0^{t_1} (x^\top Q x + u^\top R u) \, dt \right] \end{aligned}$$

$$\mathrm{d}x(t)=Ax(t)\,\mathrm{d}t+Bu(t)\,\mathrm{d}t+F\,\mathrm{d}w(t),$$

$$x(0) \sim \rho_0 = \mathcal{N}\left(\mu_0, S_0\right), \quad x_d \sim \rho_d = \mathcal{N}\left(\mu_d, S_d\right),$$

$$t_1 \text{ fixed}, \quad \mathcal{U} = \{u \, : \, u(x,t) = K(t)x + v(t)\}$$

∞ dim. TPBVP $\rightsquigarrow (n^2 + 3n)$ dim. TPBVP

$$\begin{pmatrix} \dot{\mu}(t) \\ \dot{z}(t) \end{pmatrix} = \begin{pmatrix} A & BR^{-1}B^\top \\ Q & -A^\top \end{pmatrix} \begin{pmatrix} \mu(t) \\ z(t) \end{pmatrix},$$

$$\dot{S}(t) = (A + BK^o)S(t) + S(t)(A + BK^o)^\top + FF^\top,$$

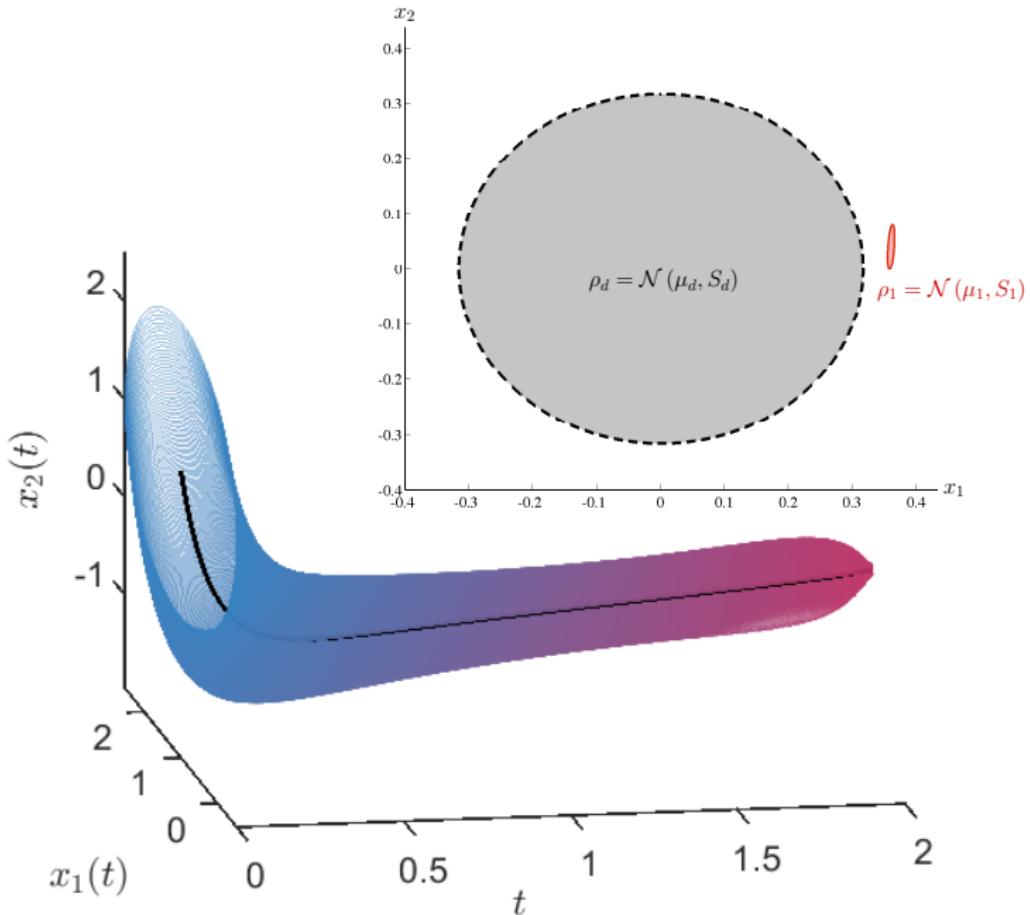
$$\dot{P}(t) = -A^\top P(t) - P(t)A - P(t)BR^{-1}B^\top P(t) + Q,$$

Boundary conditions:

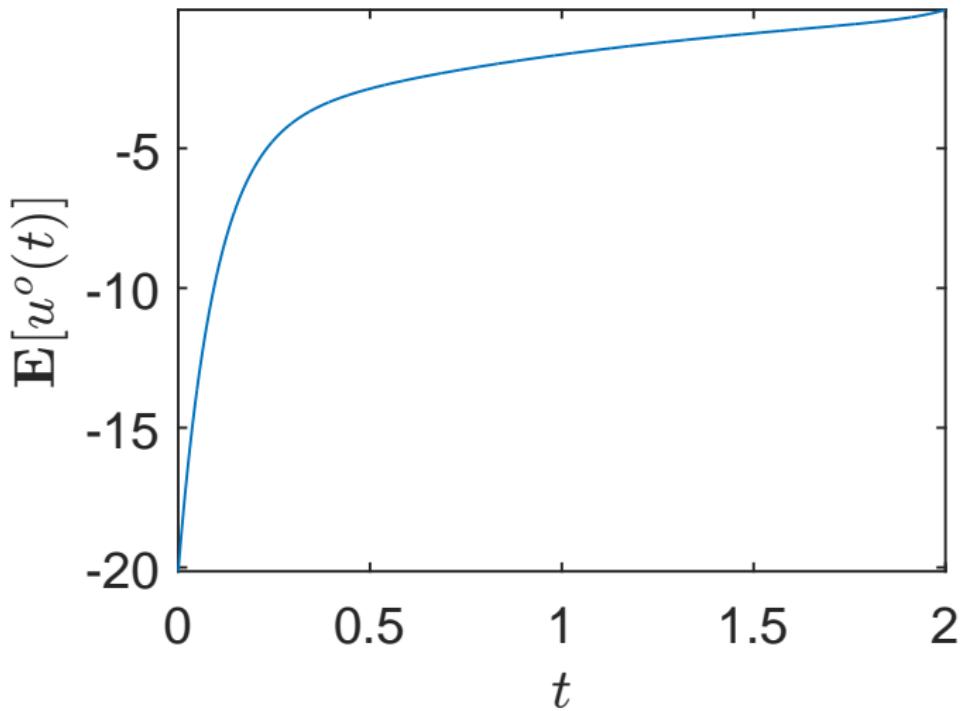
$$\mu(0) = \mu_0, z(t_1) = M(\mu_d - \mu_1),$$

$$S(0) = S_0, P(t_1) = \left(S_d^{\frac{1}{2}} \left(S_d^{-\frac{1}{2}} S_1^{-1} S_d^{-\frac{1}{2}} \right)^{\frac{1}{2}} S_d^{\frac{1}{2}} - I_n \right) M$$

Controlled State Covariance



Expected Optimal Control



Part III. Ongoing and Future Research

UTM

Unmanned Aerial Systems Traffic Management

Vision for UAS Traffic Management (UTM)

Class G airspace extends up to 1200 ft AGL

500 ft AGL



Weight no more than 55 lbs



200 ft AGL

- Requires:**
- Automated V2V separation management
 - Yield manned traffic
 - Avoid obstacles (buildings, towers etc.)

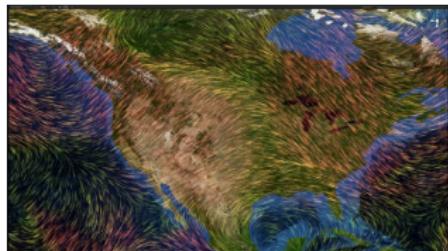
Technical Challenges

Dynamic Geofencing

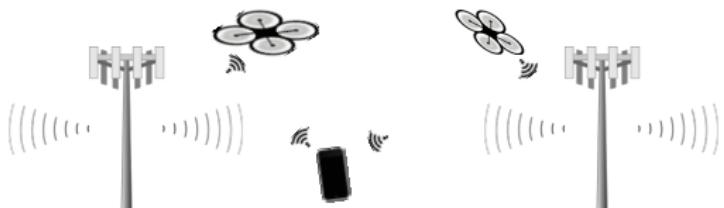


Image credit: NASA Ames Research Center

Wind Uncertainty



Control over LTE



Provable Safety



Protocols ≡ Laws of the Sky

Offline Protocol

- How FAA approves a flight path request?

Motion Protocol

- What does an individual drone do in real time?

Communication Protocol

- What and how should a drone in flight talk?

Database Protocol

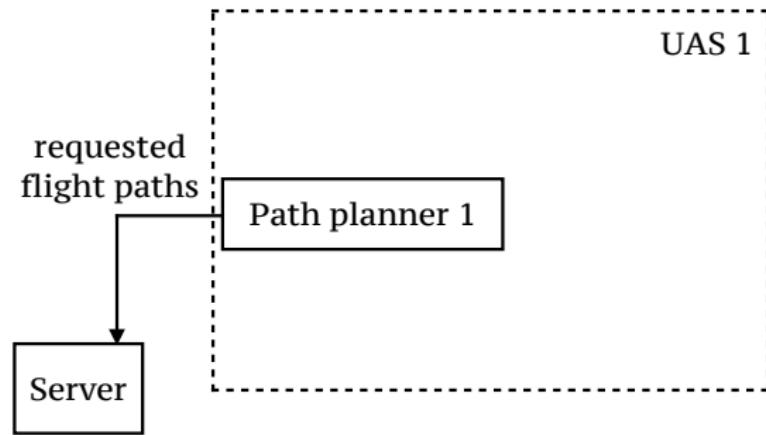
- Which other drones to talk with and when?

Offline Protocol

How FAA approves a flight path request?

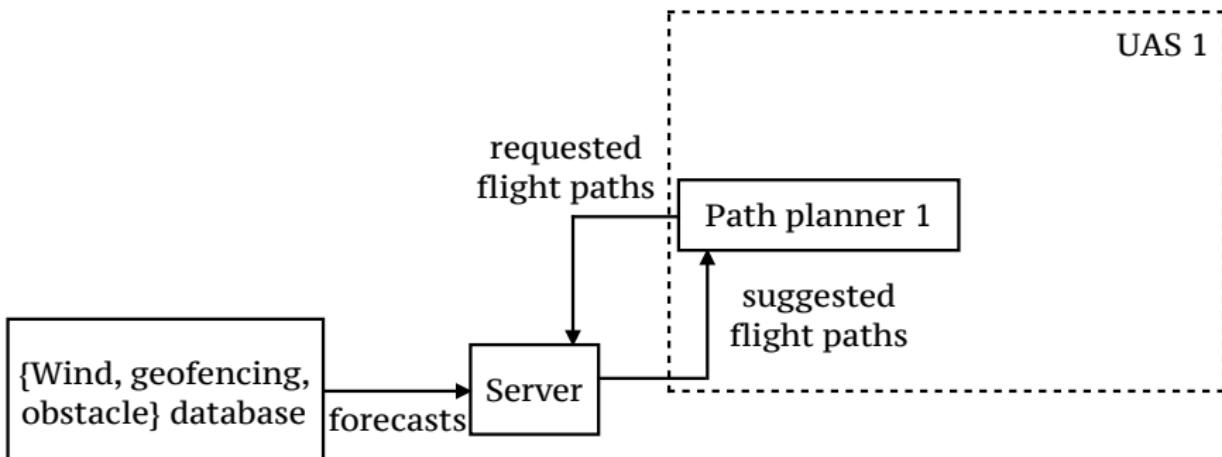
Offline Protocol

Path Planning and Deconfliction



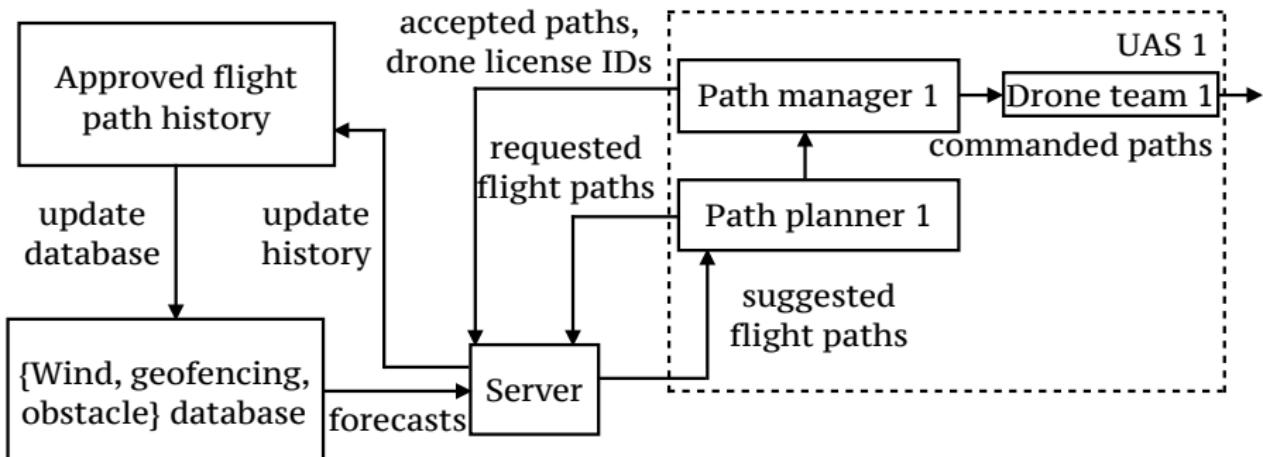
Offline Protocol

Path Planning and Deconfliction



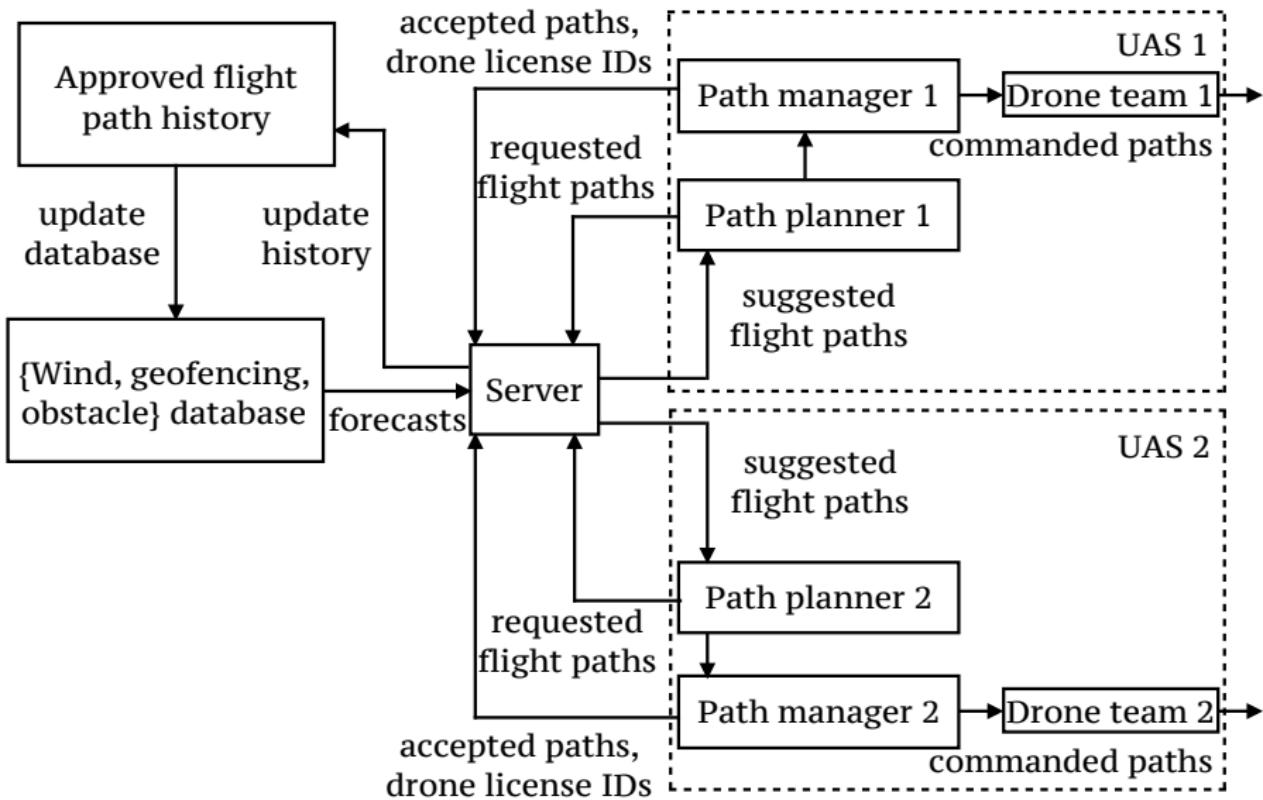
Offline Protocol

Path Planning and Deconfliction



Offline Protocol

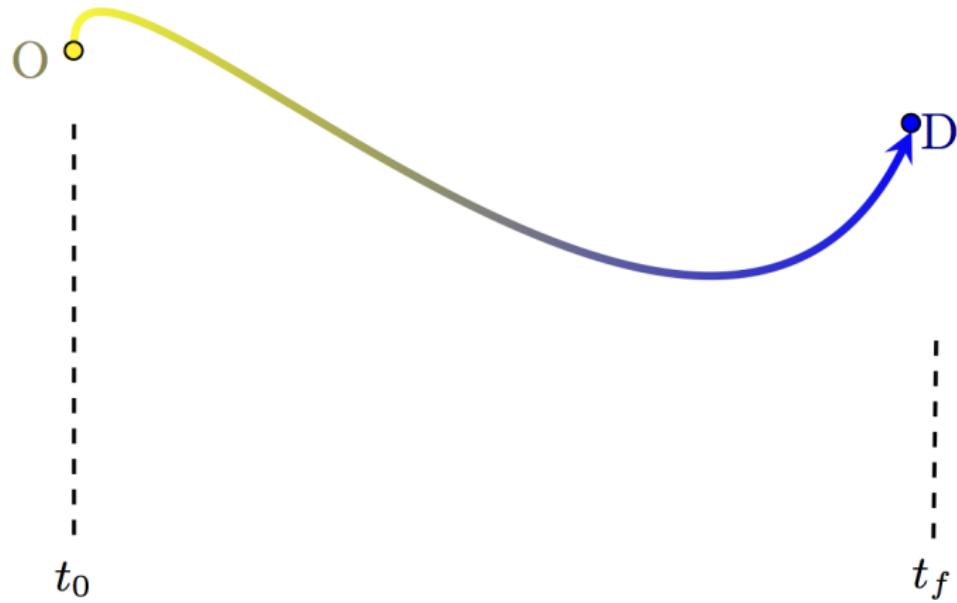
Path Planning and Deconfliction



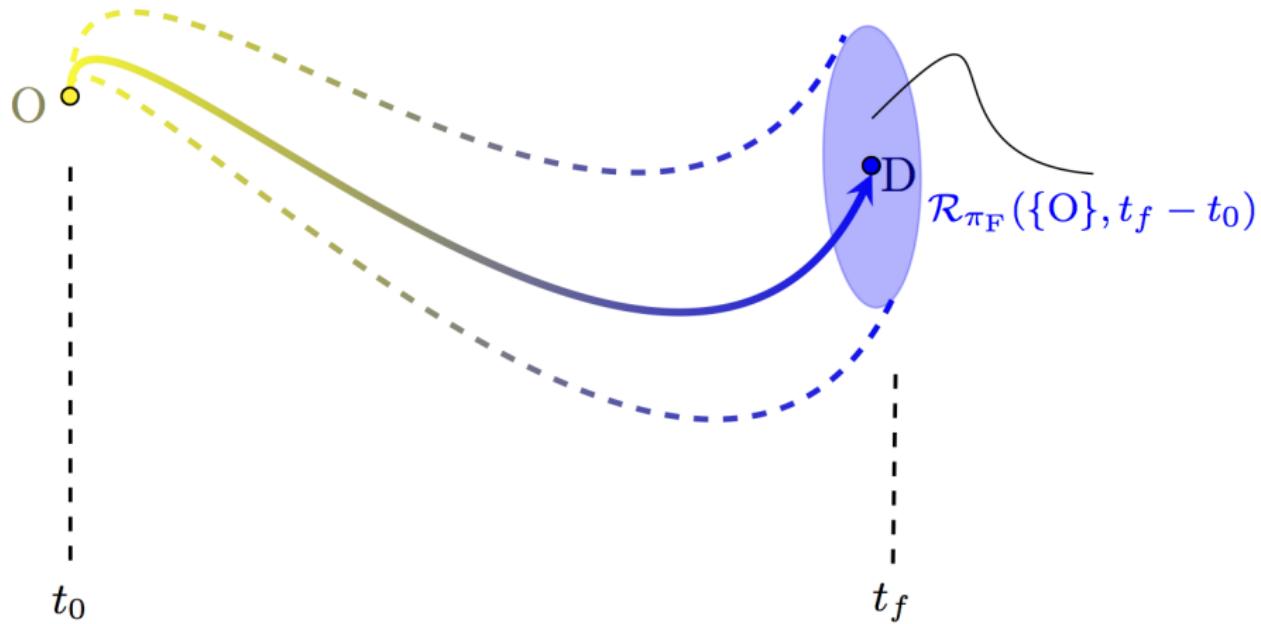
Motion Protocol

What does an individual drone do in real time?

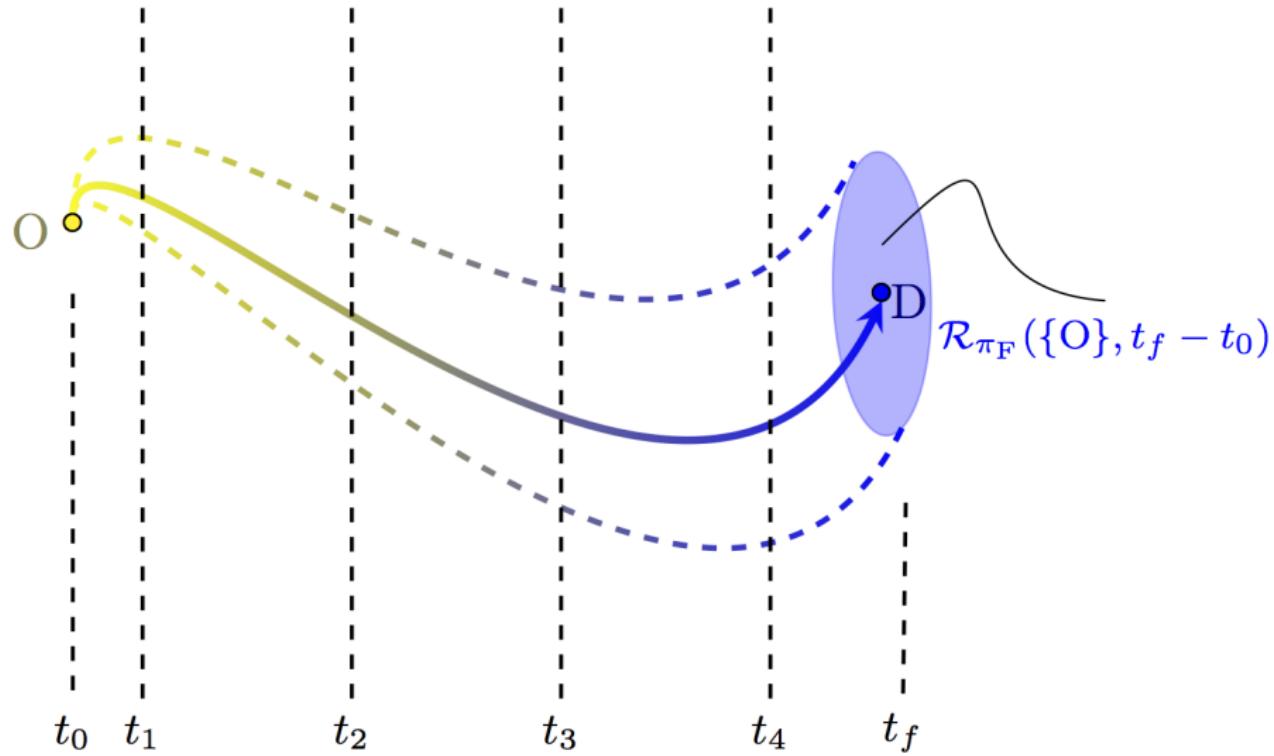
Input: Approved Flight Path



Reach Set Evolution due to Wind Uncertainty

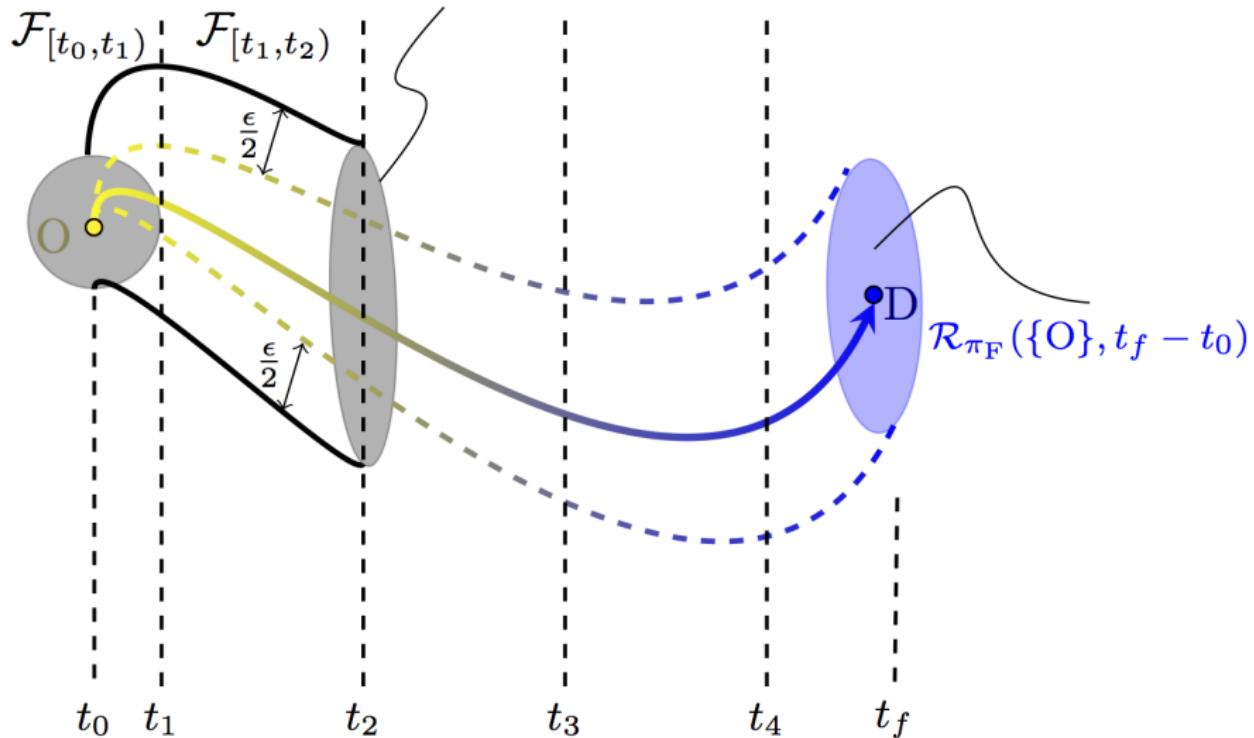


Discrete Decision Making Instances

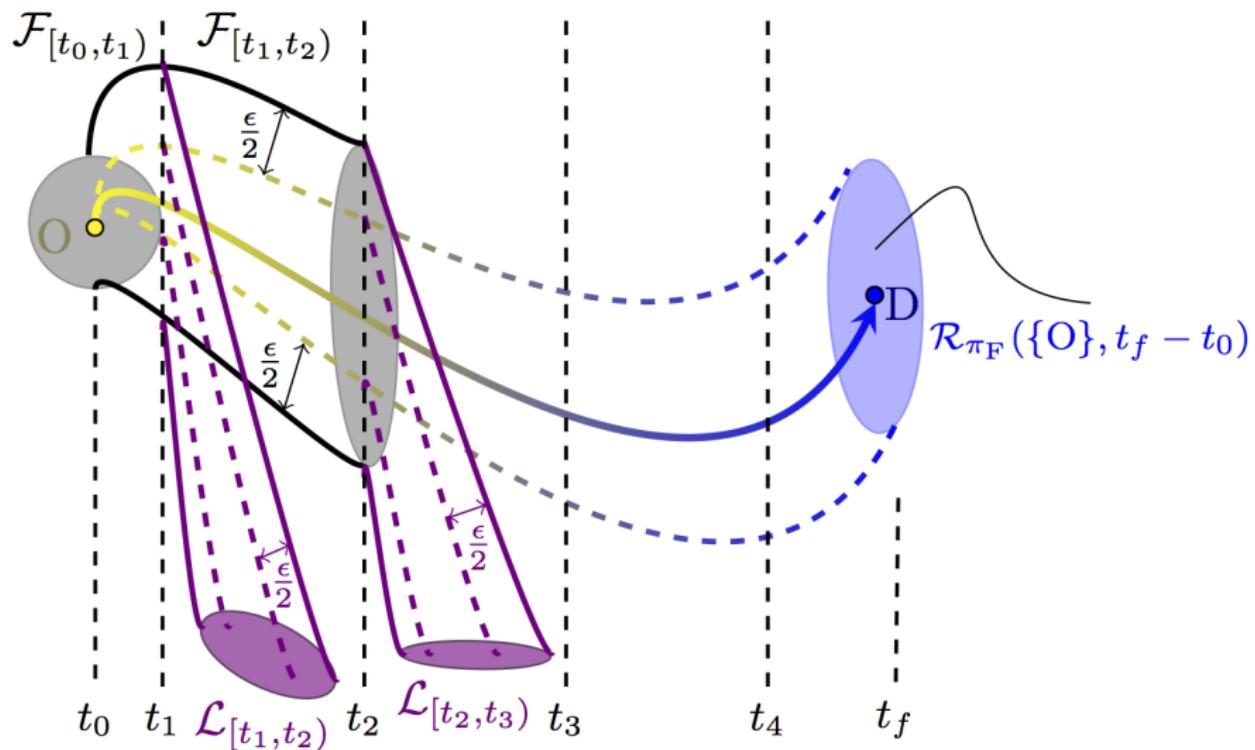


4D Flight Tubes $\mathcal{F}_{[t_j, t_{j+1})}$

Reach set enclosed with safety annulus

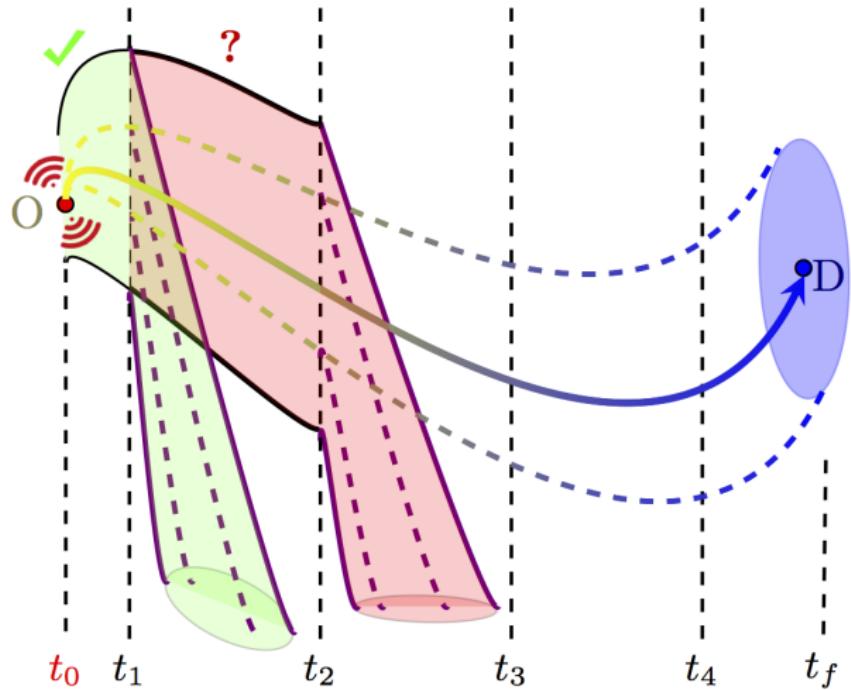


4D Flight + Landing Tubes $\{\mathcal{F}_{[t_j, t_{j+1})}, \mathcal{L}_{[t_{j+1}, t_{j+2})}\}$



Motion Protocol: $t = t_0$

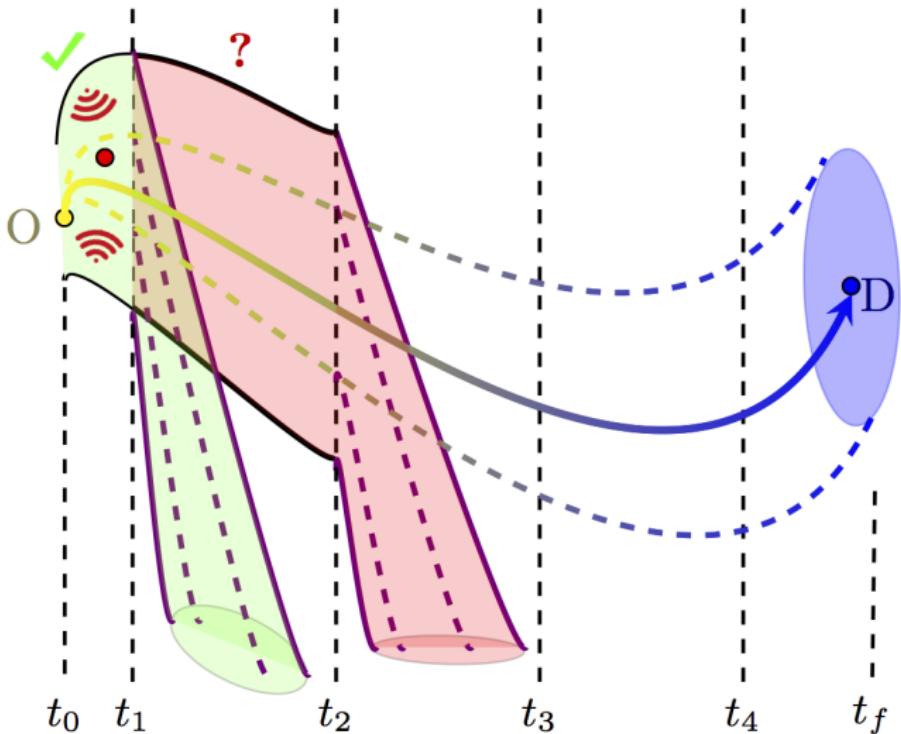
IF: Have all + ACKs for $\{\mathcal{F}_{[t_0, t_1)}, \mathcal{L}_{[t_1, t_2)}\}$ **AND** $D \in \mathcal{R}_{\pi_F}(\{O\}, t_f - t_0)$



THEN: Take-off **AND** broadcast req. for $\{\mathcal{F}_{[t_1, t_2)}, \mathcal{L}_{[t_2, t_3)}\}$

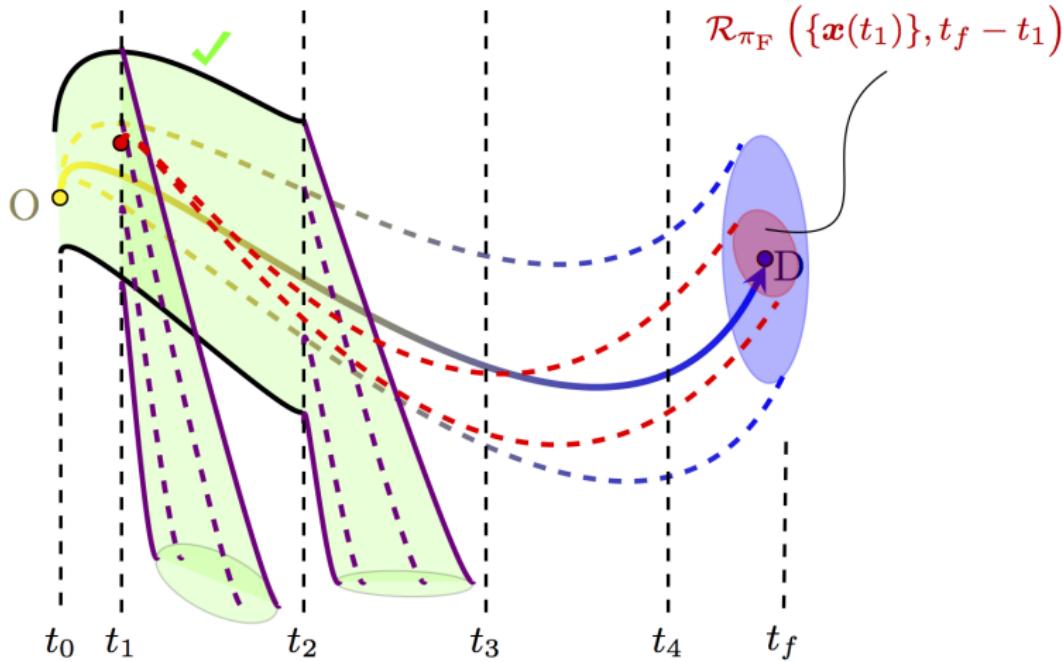
Motion Protocol: $t \in [t_0, t_1)$

Listening for \pm ACKs, $\boldsymbol{x}(t) \in \mathcal{F}_{[t_0, t_1)}$



Motion Protocol: $t = t_1$

IF: All + ACKs AND $D \in \mathcal{R}_{\pi_F} (\{\mathbf{x}(t_1)\}, t_f - t_1)$

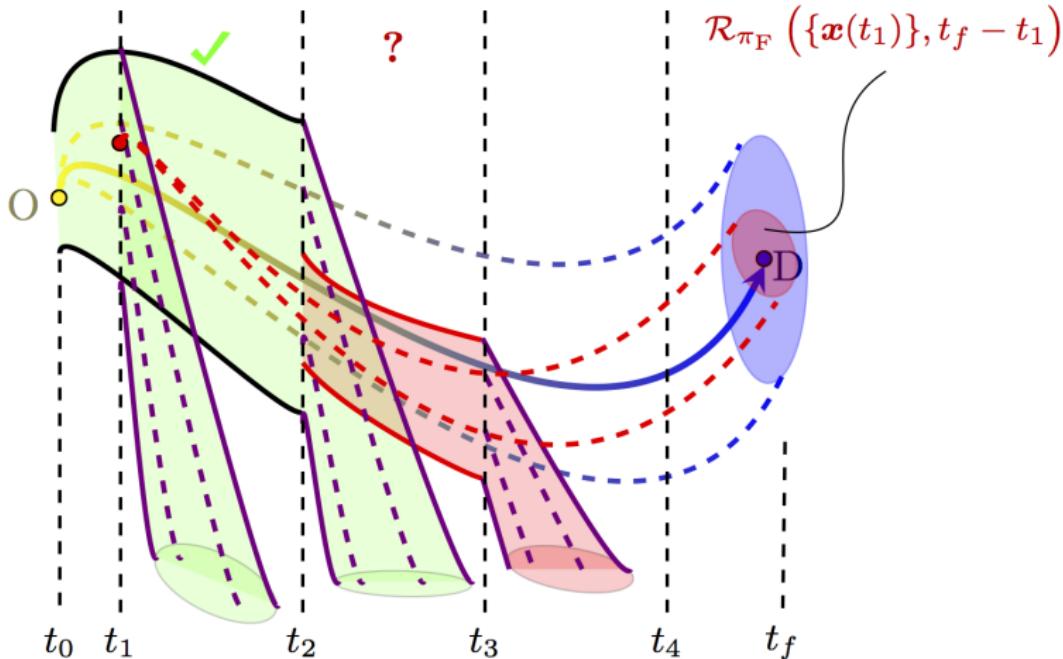


THEN: Continue in $\mathcal{F}_{[t_1, t_2)}$ AND broadcast req. for $\{\mathcal{F}_{[t_2, t_3)}, \mathcal{L}_{[t_3, t_4)}\}$

ELSE: Abort mission via $\mathcal{L}_{[t_1, t_2)}$

Motion Protocol: $t = t_1$

IF: All + ACKs AND $D \in \mathcal{R}_{\pi_F} (\{\mathbf{x}(t_1)\}, t_f - t_1)$

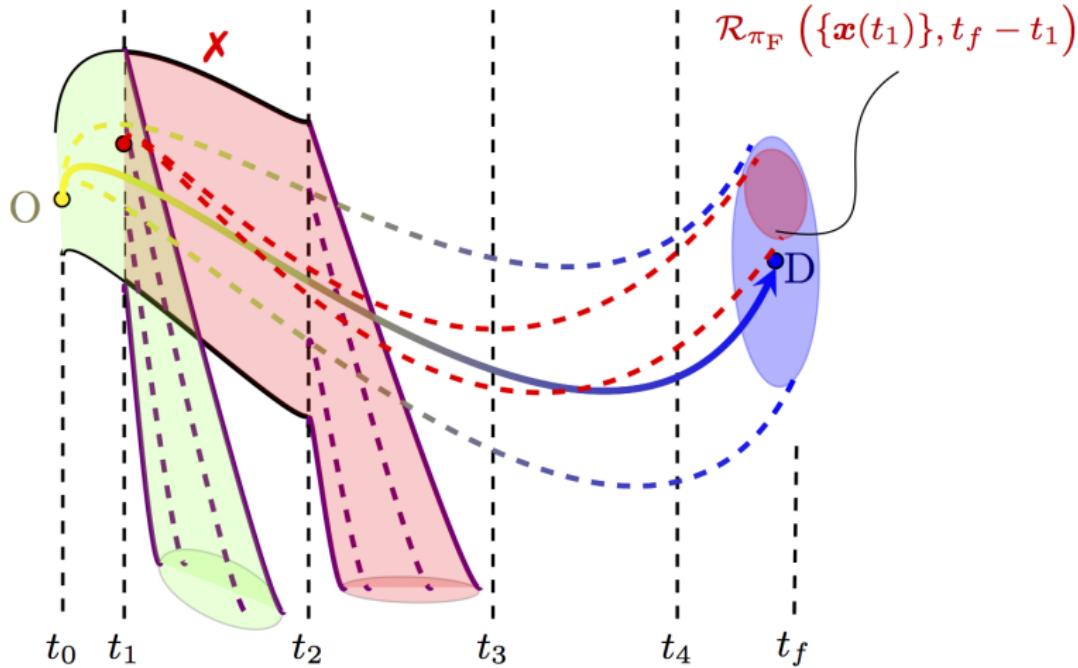


THEN: Continue in $\mathcal{F}_{[t_1, t_2)}$ AND broadcast req. for $\{\mathcal{F}_{[t_2, t_3)}, \mathcal{L}_{[t_3, t_4)}\}$

ELSE: Abort mission via $\mathcal{L}_{[t_1, t_2)}$

Motion Protocol: $t = t_1$

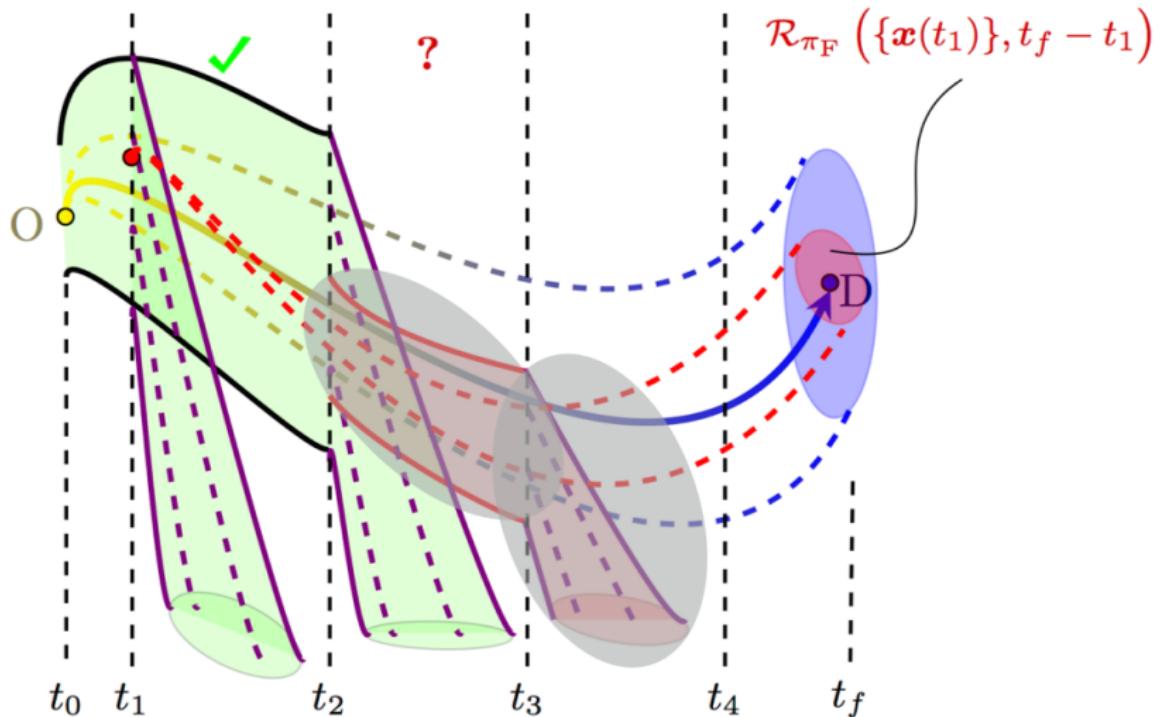
IF: All + ACKs AND D $\notin \mathcal{R}_{\pi_F} (\{\mathbf{x}(t_1)\}, t_f - t_1)$



THEN: Continue in $\mathcal{F}_{[t_1, t_2)}$ AND broadcast req. for $\{\mathcal{F}_{[t_2, t_3)}, \mathcal{L}_{[t_3, t_4)}\}$

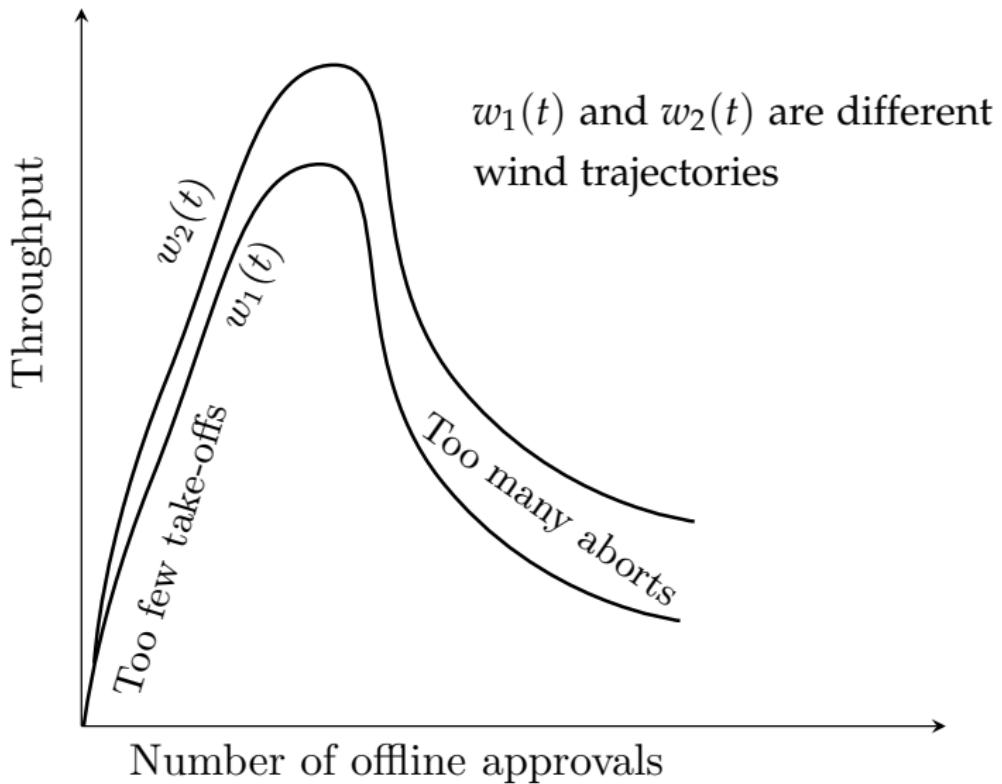
ELSE: Abort mission via $\mathcal{L}_{[t_1, t_2)}$

Algorithms for Motion Protocol

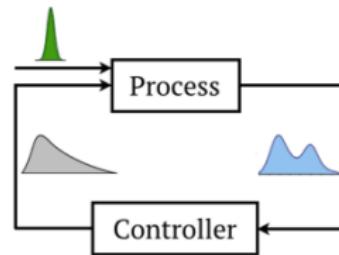


Compute minimum volume outer ellipsoids: SDP

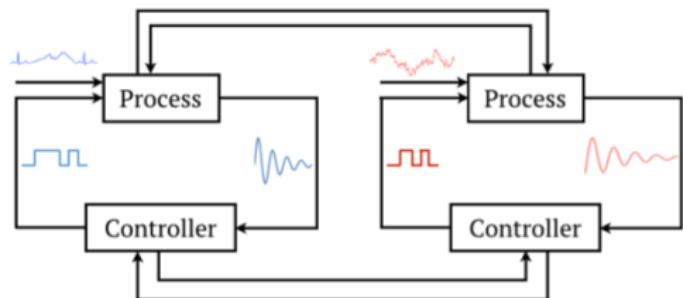
Proposed Architecture: Performance



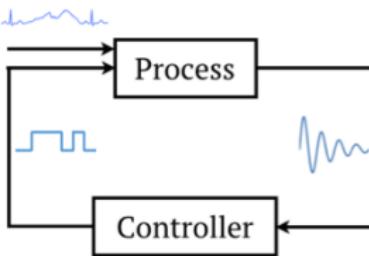
Continuum of systems



Finitely many systems



One system



Thank You

Backup Slides for Part I

Backup Slides for Part II

$\varphi\left(\mathcal{N}\left(\mu_1, S_1\right), \mathcal{N}\left(\mu_d, S_d\right)\right)$ equals

$$(\mu_1 - \mu_d)^\top M (\mu_1 - \mu_d) +$$

$$\min_{C \in \mathbb{R}^{n \times n}} \text{tr}\left((S_1 + S_d - 2C)M\right) \text{ s.t. } \begin{bmatrix} S_1 & C \\ C^\top & S_d \end{bmatrix} \succeq 0$$

$\varphi\left(\mathcal{N}\left(\mu_1, S_1\right), \mathcal{N}\left(\mu_d, S_d\right)\right)$ equals

$$(\mu_1 - \mu_d)^\top M (\mu_1 - \mu_d) +$$

$$\min_{C \in \mathbb{R}^{n \times n}} \text{tr} \left((S_1 + S_d - 2C)M \right) \text{ s.t. } \begin{bmatrix} S_1 & C \\ C^\top & S_d \end{bmatrix} \succeq 0$$

$$\Updownarrow$$

$$\max_{C \in \mathbb{R}^{n \times n}} \text{tr} \left(CM \right) \quad \text{s.t.} \quad S_1 - CS_d^{-1}C^\top \succeq 0$$

$$\Updownarrow$$

$$C^* = S_1 S_d^{\frac{1}{2}} \left(S_d^{\frac{1}{2}} S_1 S_d^{\frac{1}{2}} \right)^{-\frac{1}{2}} S_d^{\frac{1}{2}}$$

This gives

$$\begin{aligned}\varphi(\mathcal{N}(\mu_1, S_1), \mathcal{N}(\mu_d, S_d)) &= (\mu_1 - \mu_d)^\top M (\mu_1 - \mu_d) \\ &+ \text{tr} \left(MS_1 + MS_d - 2 \left[(\sqrt{S_d} MS_1 \sqrt{S_d}) (\sqrt{S_d} S_1 \sqrt{S_d})^{-\frac{1}{2}} \right] \right)\end{aligned}$$

Applying maximum principle:

$$K^o(t) = R^{-1} B^\top P(t),$$

$$v^o(t) = R^{-1} B^\top (z(t) - P(t)\mu(t))$$

Matrix Geometric Mean

The minimal geodesic $\gamma^* : [0, 1] \mapsto \mathbf{S}_n^+$ connecting $\gamma(0) = S_d$ and $\gamma(1) = S_1^{-1}$, associated with the Riemannian metric $g_A(S_d, S_1^{-1}) = \text{tr} (A^{-1} S_d A^{-1} S_1^{-1})$, is

$$\begin{aligned}\gamma^*(t) &= S_d \#_t S_1^{-1} = S_d^{\frac{1}{2}} \left(S_d^{-\frac{1}{2}} S_1^{-1} S_d^{-\frac{1}{2}} \right)^t S_d^{\frac{1}{2}} \\ &= S_1^{-1} \#_{1-t} S_d = S_1^{-\frac{1}{2}} \left(S_1^{\frac{1}{2}} S_d S_1^{\frac{1}{2}} \right)^{1-t} S_1^{-\frac{1}{2}}\end{aligned}$$

Geometric Mean:

$$\gamma^* \left(\frac{1}{2} \right) = S_d \#_{\frac{1}{2}} S_1^{-1} = S_1^{-1} \#_{\frac{1}{2}} S_d$$

Example

$$\begin{pmatrix} dx_1 \\ dx_2 \end{pmatrix} = \begin{bmatrix} 0 & 1 \\ 2 & -3 \end{bmatrix} \begin{pmatrix} x_1 \\ x_2 \end{pmatrix} dt + \begin{bmatrix} 0 \\ 1 \end{bmatrix} u dt + \begin{bmatrix} 0.01 \\ 0.01 \end{bmatrix} dw$$

$$\rho_0 = \mathcal{N} \left((1, 1)^\top, I_2 \right), \quad \rho_d = \mathcal{N} \left((0, 0)^\top, 0.1 I_2 \right),$$

$$Q = 100 I_2, \quad R = 1, \quad M = I_2, \quad t_1 = 2$$

Backup Slides for Part III

Input-Output for Motion Protocol

