

Discrete Sliding Mode control of small UAS in tight formation flight under information constraints

J.Bolting¹ S.Fergani¹ J.-M.Biannic² F.Defay¹
M.Stolle²

¹Institut Supérieur de l'Aéronautique et de l'Espace (ISAE)

²Office National d'Études et de Recherches Aérospatiales (ONERA)

IFAC ACA'16

Outline

- ⇒ Motivation
- ⇒ Challenges
- ⇒ Sliding Mode Control for relative position holding
- ⇒ Predictive Discrete Sliding Mode Guidance laws
- ⇒ Overview

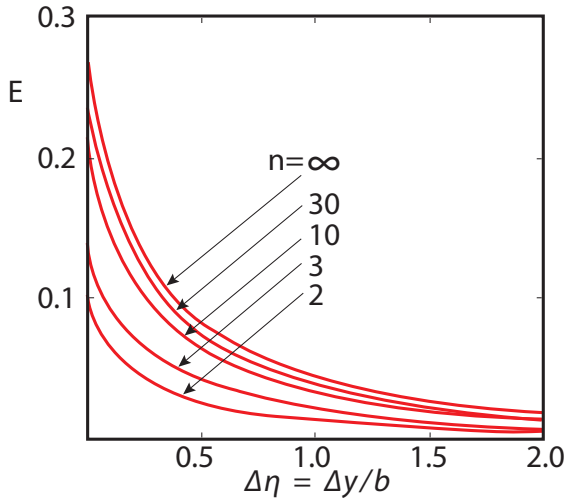


Small UAS
=
Inexpensive
Easy to operate

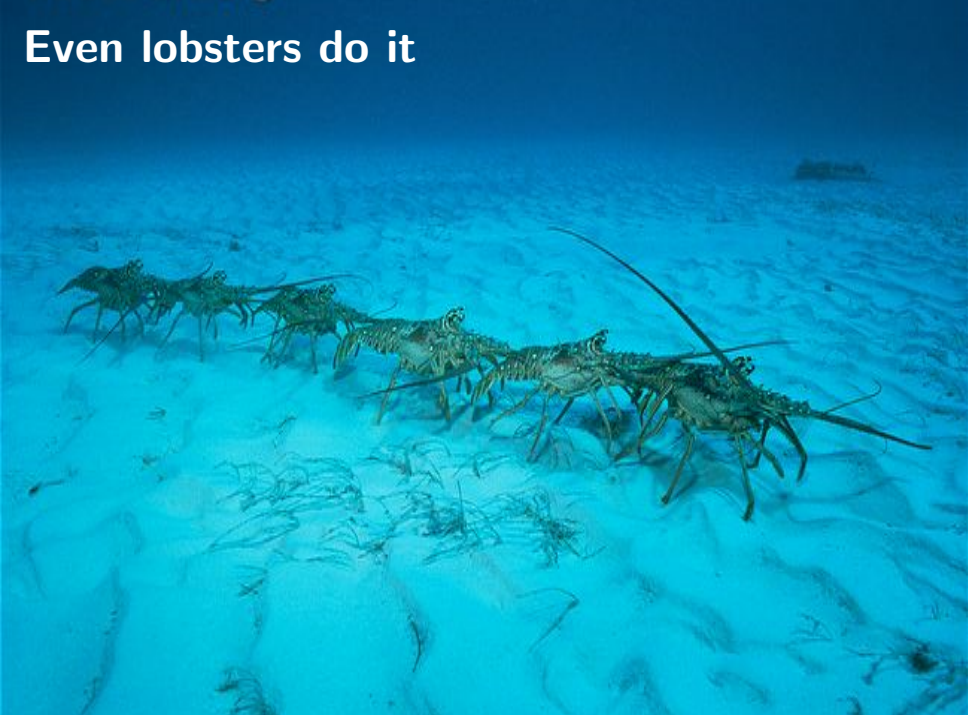


Small UAS
=
Small payload
Small endurance

Benefit of tight and large formations [1]



Even lobsters do it



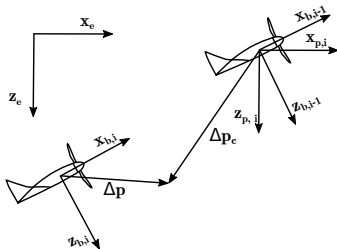
Why is it hard?

- ▶ dm-level relative position control under heavy perturbations in the wake
- ▶ desirable property: only **local** relative state information
- ▶ Existing linear control approaches ([3]), require leader information for mesh stability



One promising candidate:
Sliding Mode Control
performance & mesh stability

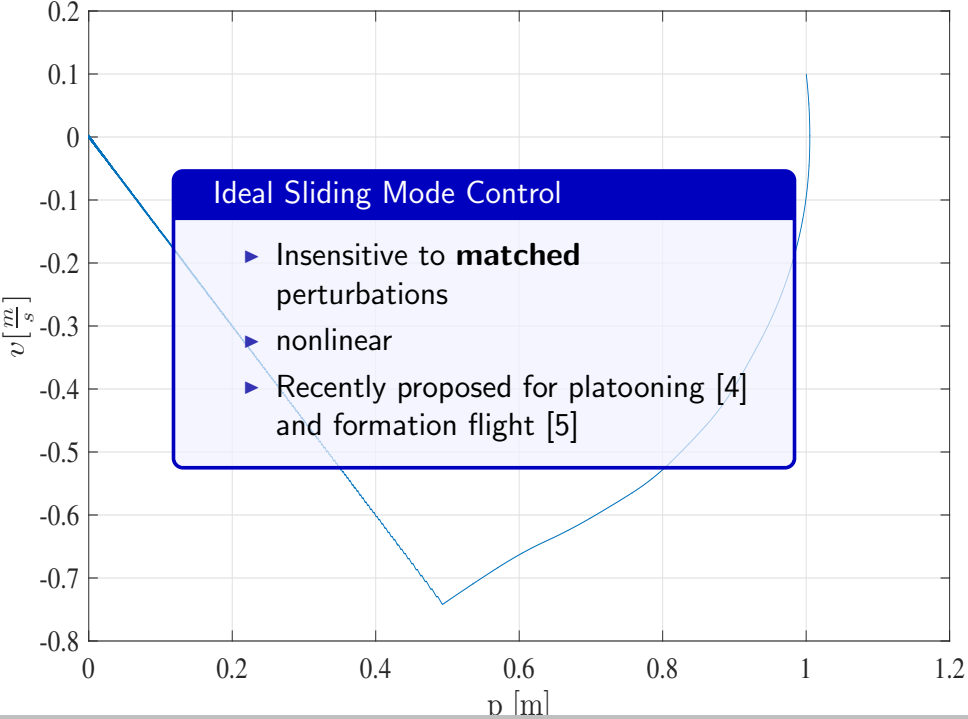
Guidance level: system dynamics

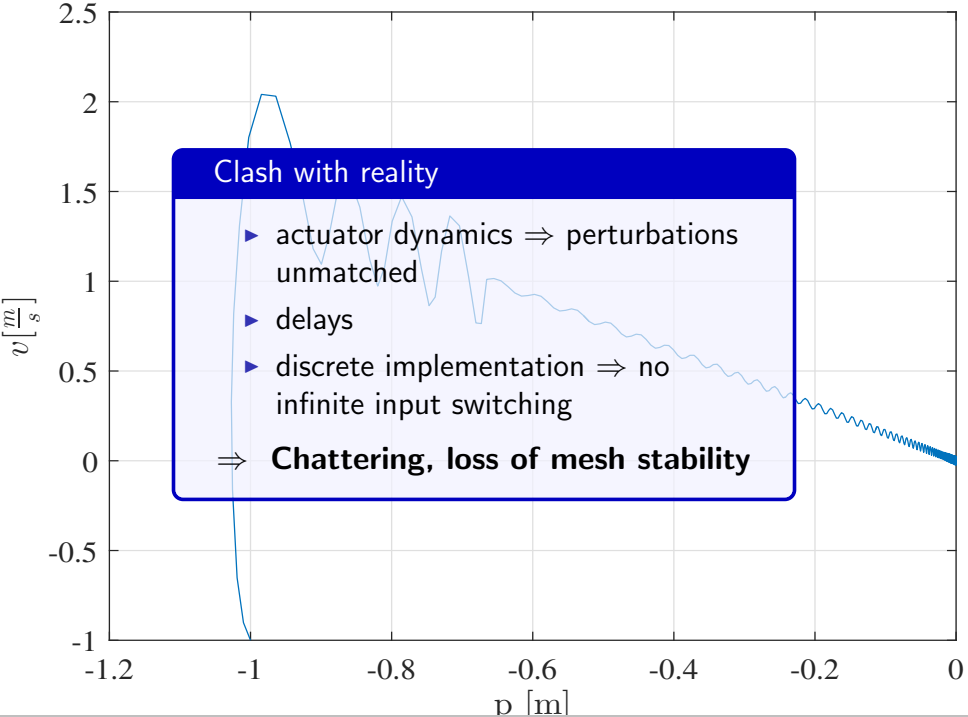


$$\Delta \mathbf{p}(t) = \mathbf{p}_i(t) - \mathbf{p}_{i-1}(t) - \Delta \mathbf{p}_c(t)$$

$$\Delta \dot{\mathbf{p}}(t) = \mathbf{v}_i(t) - \mathbf{v}_{i-1}(t) - \Delta \dot{\mathbf{p}}_c(t)$$

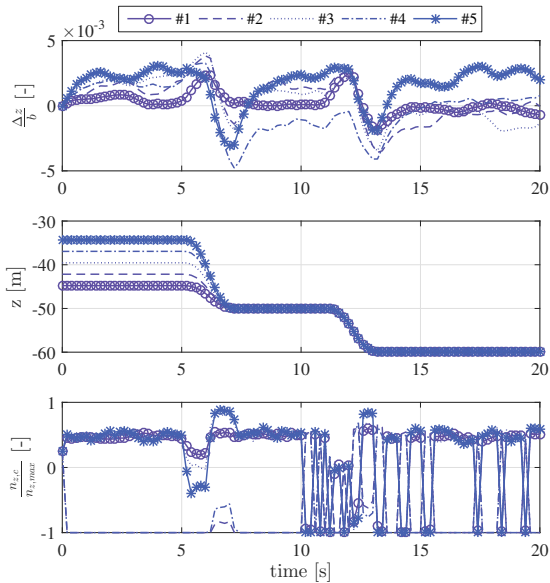
$$\begin{aligned}\Delta \dot{\mathbf{v}}(t) &= \mathbf{a}_i(t) - \mathbf{a}_{i-1}(t) - \Delta \ddot{\mathbf{p}}_c(t) \\ &= \mathbf{a}_{c,i}(t) + \mathbf{a}_{w,i}(t) - \mathbf{a}_{i-1}(t) - \Delta \ddot{\mathbf{p}}_c(t) \\ &= \mathbf{u}(t) + \mathbf{a}_{w,i}(t) - \mathbf{a}_{i-1}(t) - \Delta \ddot{\mathbf{p}}_c(t)\end{aligned}$$



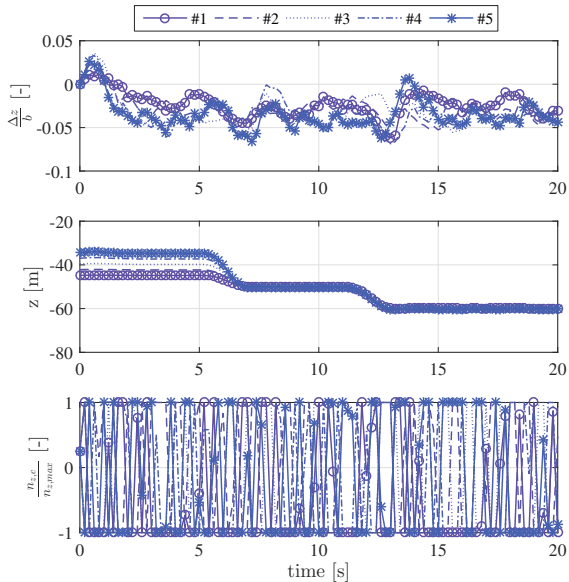


Continuous Time Sliding Mode Control
applied to the UAS guidance loop

Longitudinal: TSCSMC [5] at 1000Hz



Longitudinal: TSCSMC at 100Hz



Predictive Discrete Sliding Mode Control

PDSMC

- ▶ Recent approach [7]
- ▶ Design directly in discrete time
- ▶ Preserve spirit of Sliding Mode Control: stay in boundary layer of sliding surface
- ▶ Minimizes boundary layer without tuning

Predictive Discrete Sliding Mode Control

What it looks like

$$\sigma(k) = \mathbf{G} \begin{pmatrix} \Delta \mathbf{p}(k) \\ \Delta \mathbf{v}(k) \end{pmatrix}$$

$$\sigma(k+1) = \sigma(k) + T(\Phi'_k(k) + \Phi'_u(k) + \mathbf{u}(k))$$

$$\underset{\mathbf{u}(k)}{\text{minimize}} \quad |\sigma(k+1)|$$

Predictive Discrete Sliding Mode Control

Adding hard magnitude and rate constraints

$$\underset{\mathbf{u}(k)}{\text{minimize}} \quad |\sigma(k+1)|$$

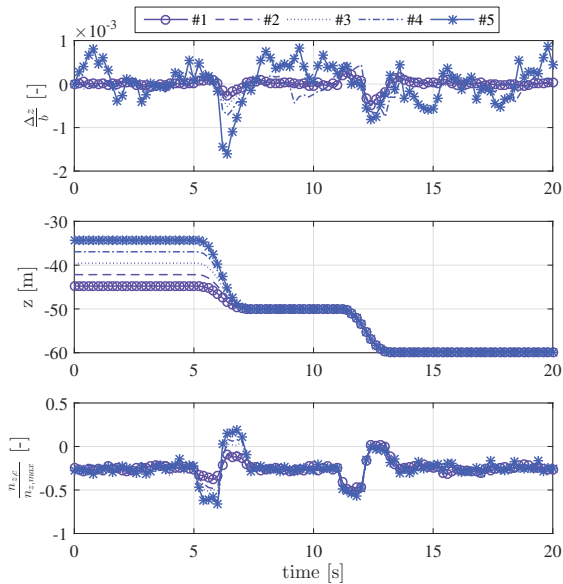
$$\text{subject to} \quad \mathbf{U}_{min}(k) \leq \mathbf{u}(k) \leq \mathbf{U}_{max}(k)$$

$$|\mathbf{u}(k) - \mathbf{u}(k-1)| \leq \Delta \mathbf{U}$$

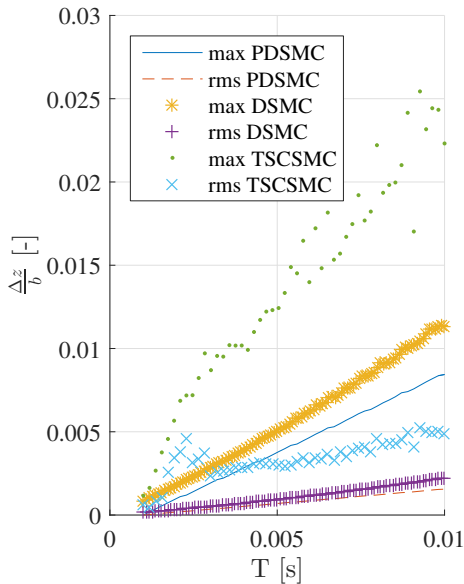
$$\mathbf{U}_{max}(k) = \text{sat}(\mathbf{u}(k-1) + \Delta \mathbf{U}, -\mathbf{U}, \mathbf{U})$$

$$\mathbf{U}_{min}(k) = \text{sat}(\mathbf{u}(k-1) - \Delta \mathbf{U}, -\mathbf{U}, \mathbf{U})$$

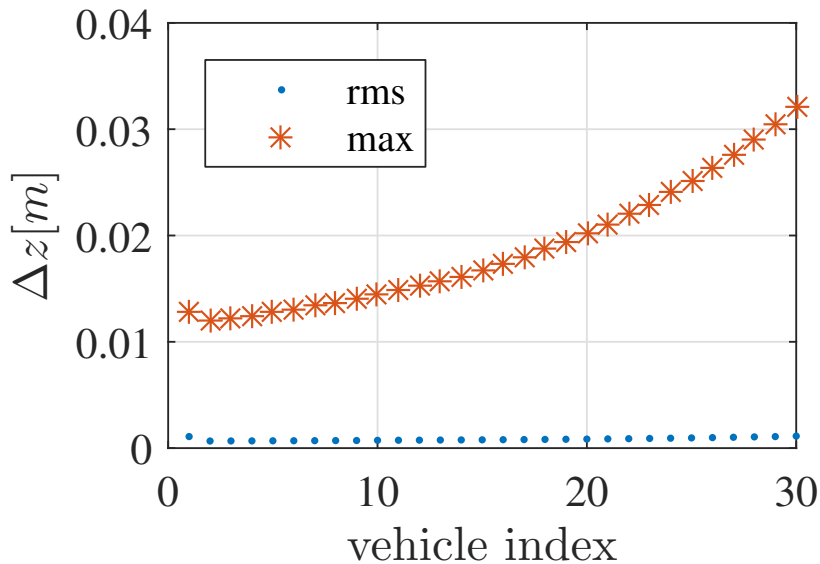
Simulation: PDSMC at 100Hz



Figures of Merit vs. sampling time



What about scalability?



Conclusion & Outlook

- ▶ PDSMC alleviates discretization issue of TSCSMC controller for TFF
- ▶ Extends existing PDSMC approaches to respect inner loop constraints

- ▶ Extend PDSMC further: inner loop dynamics, lower sampling rates, observation noise
- ▶ Better understand and quantify mesh instability





D. Hummel, "Aerodynamic aspects of formation flight in birds," *Journal of theoretical Biology*, 1982.



V. Jake, R. Ray, K. Ennix, and K. Walsh, "F/A-18 Performance Benefits Measured During the Autonomous Formation Flight Project," tech. rep., NASA/TM-2002-210732, Sept, 2003.



E. Shaw and J. K. Hedrick, "Controller design for string stable heterogeneous vehicle strings," in *Decision and Control, 2007 46th IEEE Conference on*, pp. 2868–2875, IEEE, 2007.



F. Fahimi, "Sliding-mode formation control for underactuated surface vessels," *Robotics, IEEE Transactions on*, vol. 23, no. 3, pp. 617–622, 2007.



D. Galzi and Y. Shtessel, "UAV formations control using high order sliding modes," in *American Control Conference, 2006*, pp. 6–pp, IEEE, 2006.



A. Dogan, S. Venkataramanan, and W. Blake, “Modeling of aerodynamic coupling between aircraft in close proximity,” *Journal of Aircraft*, vol. 42, no. 4, pp. 941–955, 2005.



B. M. Houda, D. Khadija, and N. A. Said, “New discrete predictive sliding mode control for non minimum phase systems,” *International Journal of Computer Applications*, vol. 70, no. 11, 2013.