

# Vision-based Autonomous Landing in Catastrophe-Struck Environments

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Control Problems in Robotics: Modeling and control of multi-rotor UAVs

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# Introduction

Equipping UAVs with **bioradars**:

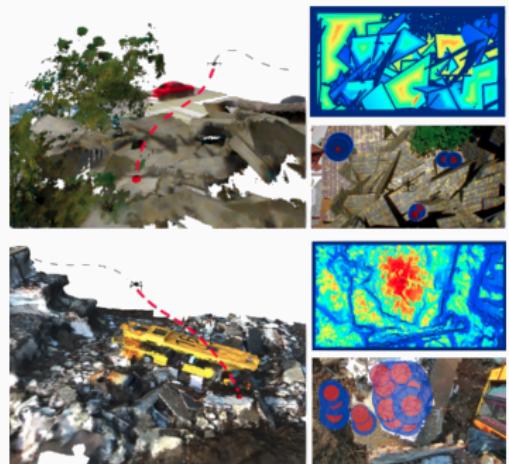
- estimate a set of candidate **safe landing sites**
- optimize over the global area via **clustering**
- project landing sites onto **volumetric reconstruction**
- compute a **minimum-jerk trajectory** to land on debris piles
- validate on simulated and real-world environments

## Technical Approach: State Estimation

- ORB-SLAM2 (oriented FAST and rotated BRIEF)
- downward-facing stereo camera
- multi-sensor fusion (EKF) using IMU, barometer and GPS
- sensors precalibrated with Kalibr toolbox

# Technical Approach: Landing Site Detection

- Depth Information  $J_{DE}$
- Flatness Information  $J_{FL}$
- Steepness Information  $J_N$
- Energy Consumption Information  $J_{EC}$
- k-d tree + agglomerative hierarchical clustering algorithm



## Technical Approach: Landing Site Detection

Confidence in DEPTH INFORMATION  $J_{DE}$ :

$$J_{DE}(p) = 1 - \frac{D(p)^2 - \min\{D^2\}}{\max\{D^2\}}$$

with  $D$  depthmap obtained from the stereo camera and  $p = (x, y)$  pixel in the depthmap.

## Technical Approach: Landing Site Detection

FLATNESS INFORMATION  $J_{FL}$ :

$$di(B, p) = \min \left\{ \|p - q\| \mid B(q) = 1 \right\}$$
$$J_{FL}(p) = di(Canny(D), p)$$

with  $B$  binary image and  $p, q$  pixels in the image plane. *Canny* applies the **Canny edge detector** over the depthmap  $D$ .

# Technical Approach: Landing Site Detection

## STEEPNESS INFORMATION $J_N$ :

- depthmap in global frame using EKF
- **average 3D gradients algorithm** to estimate normals map  $N$
- evaluate deviation of the normalized surface normal  $\hat{n}$  wrt z-axis  $\hat{z}$  in the world frame:  $\theta = \cos^{-1}(\hat{n}^T \hat{z})$
- compute steepness score for each pixel  $p$  given  $\theta_{th} = \pi/12$  maximum tolerable slope

$$J_N(p) = \exp \left\{ -\frac{\theta^2}{2\theta_{th}^2} \right\}$$

## Technical Approach: Landing Site Detection

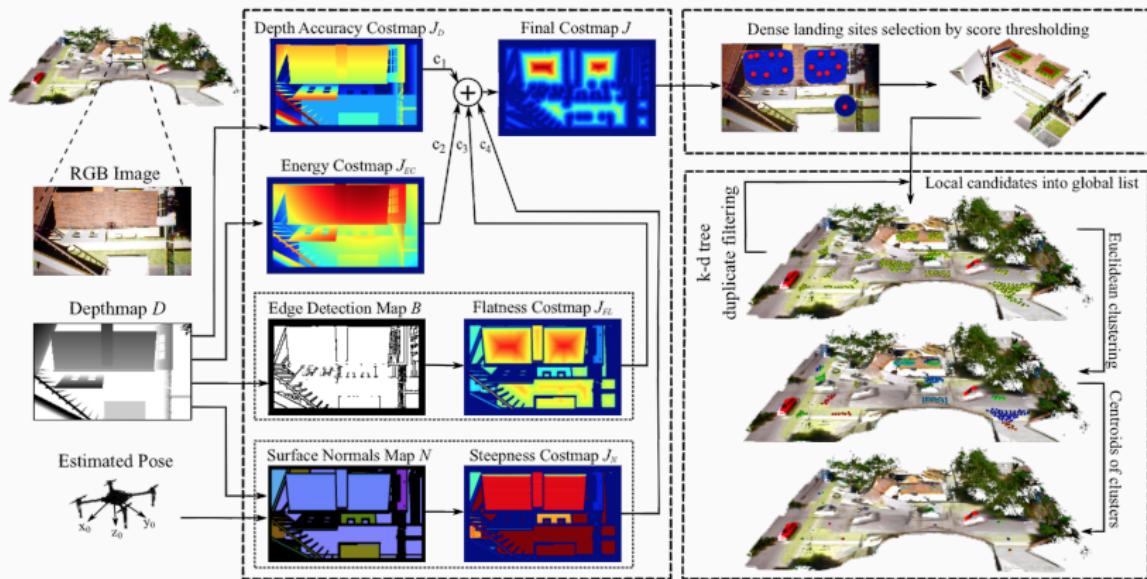
ENERGY CONSUMPTION INFORMATION  $J_{EC}$ :

$$J_{EC}(p) = \int_{t_0}^{t_f} P(t)dt$$

with  $t_0$  and  $t_f$  time of flight to reach  $p$  and  $P(t)$  instantaneous battery power. Approximate the integral with **Euclidean distance** between the UAV and  $p$ .

# Technical Approach: Landing Site Detection

**Figure 1:** Overview of the landing site detection algorithm. In the costmaps, red indicates high score while blue indicates a lower score. Detected landing sites are projected onto a 3D reconstruction of the environment.



# Technical Approach: 3D Volumetric Mapping

Probabilistic volumetric map:

- navigation and planning
- low-resolution map using **OctoMaps**
- faster trajectory planning

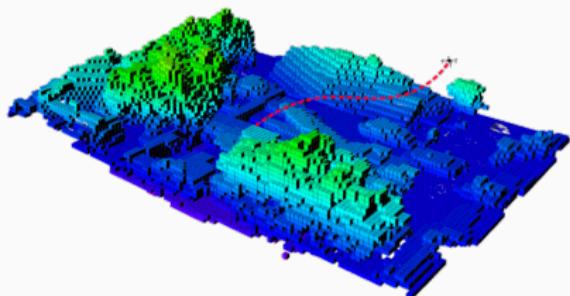
3D textured mesh:

- dynamic map growing using **Voxblox**
- high-resolution mesh transmitted to the rescue team

# Technical Approach: Landing Trajectory Estimation

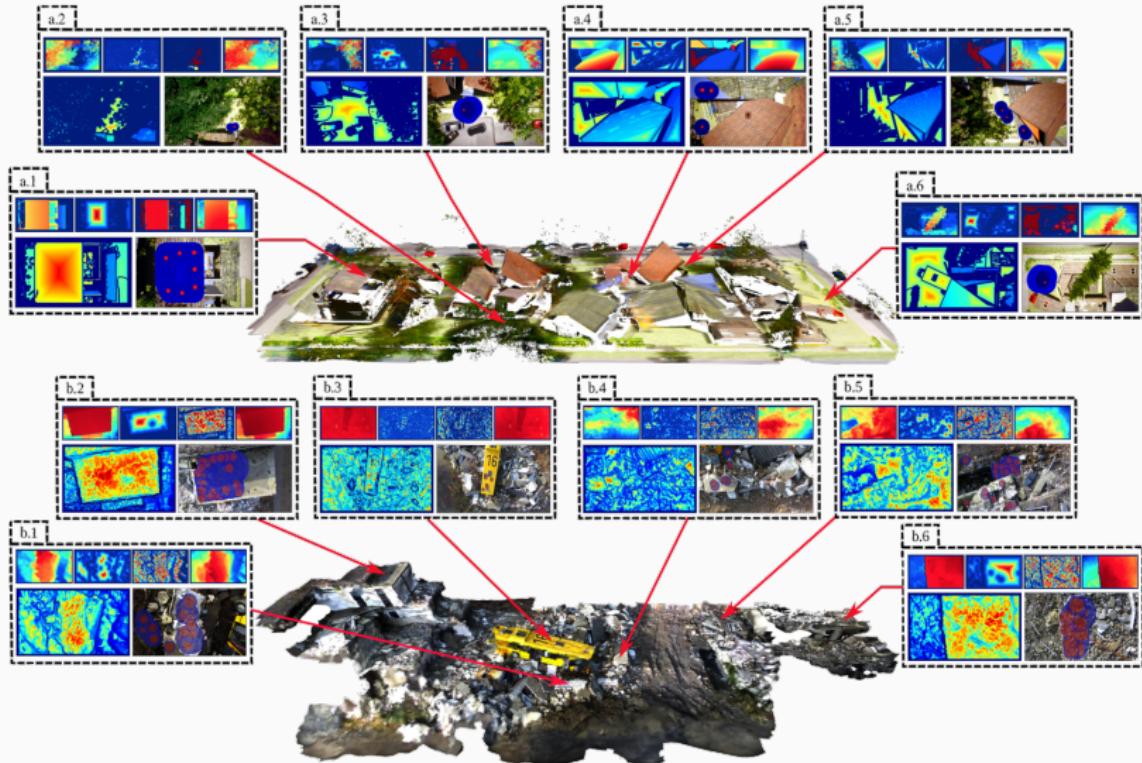
Minimum-jerk trajectory generator with non-linear optimization:

- RRT\* for collision free path
- line-of-sight for waypoints
- minimum-snap polynomial trajectories using differentially flat model
- position-based MPC sends actuation commands given the waypoints
- high speed arcs in obstacles free regions
- low velocities in tight places



# Experimental Evaluation

Figure 2: Costmap evaluation and dense landing sites detection steps in both simulated and real-world scenarios.



# Conclusion

- vision-based autonomous landing system for UAVs
- bioradar, search and rescue operations
- hazardous terrain factors
- nearest neighbor filtering and clustering
- both low and high resolution map

Q&A

## References

-  M. Mittal, A. Valada, and W. Burgard, “Vision-based autonomous landing in catastrophe-struck environments,” *CoRR*, vol. abs/1809.05700, 2018.