Introduction

In light of increasing needs regarding automated systems availability, safety, and performance, it is necessary to develop a diagnostic module to detect faults that may damage these systems operations and identify their origin or source.

Despite the tangible progress made, researchers must still deal with severe difficulties in controlling such systems, particularly in the presence of faults. Especially in the case of some systems like unmanned aerial vehicles (UAV).

Quadcopters have been the subject of several studies like in (Freddi, Longhi, & Monteriù, 2010), (Khebbache, et al., 2012), (Khebbache , 2012), (Khebbache, Sait, & Yacef, 2012) and many studies have been proposed in the field fault-tolerant control of a quadrotor. The work in (Avram, Zhang, & Muse, 2018) presents a nonlinear robust adaptive fault-tolerant altitude and attitude tracking scheme to accommodate actuator faults in a quadrotor aircraft. In (Xulin & Yuying, 2018), the authors present a fuzzy active disturbance rejection control method for controlling a quadrotor UAV with actuator faults. An active fault-tolerant tracking control system approach for actuator faults on a quadrotor was discussed in (Zhong, Liu, & Zhang, 2019). A fault-tolerant controller was designed on basis of adaptive estimation for actuator faults in (Hasanshahi, Ahmadi, & Amjadifard, 2019). In (Hong-Jun , Yanli, Tianbo

Active fault-tolerant control of a Quadrotor UAV against actuator faults based on backstepping technique and adaptive observer

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**Abstract:** This paper addresses the stabilization problem of an underactuated quadrotor UAV system in presence of actuator faults. First, a dynamic model of the quadcopter was established using a Lagrange approach. High-order non-holonomic constraints as well as different physical phenomena that can influence the dynamics of the structure have been taken into account. Then, for actuator faults, a new active fault tolerance strategy based on a backtracking approach and an adaptive observer is developed. The simulation results obtained illustrate the ability of the proposed control strategy to maintain performance and preserve stability in the event of actuator failure.

, & Guang-Hong, 2019), the authors present the diagnosis and compensation of sensors and actuators faults in a quadrotor UAV based on a nonlinear high-gain observer. Other strategies are proposed in (Yujiang , et al., 2018), (Xiao-Lu, 2020), (Lien, Chao-Chung , & Yi-Hsuan , 2020).

In the field of active FTC. Observer-based reconstruction and defect estimation (FRE) has gained increased interest in the past two decades. Its advantage is that it can estimate faults without generating fault residuals. Various observer-based FRE design techniques have been presented in the literature, mainly based on sliding mode observers, observers for singular systems, and adaptive observers. (Ajouter des références)

When faults are modeled in terms of parameter changes, adaptive observers can be used to estimate these faults. (Quel est le but de ce paragraphe isolé : développer d’avantage)

This article presents a new active FTC technique on a quadcopter in the presence of actuator faults. It is based on a FRE strategy using the backstepping approach and an adaptive observer (Oucief, Tadjine, & Labiod, 2016a).

Compared to previous works on the active FTC of a quadrotor drone, in our work it was used an adaptive observer proposed in (Oucief, Tadjine, & Labiod, 2016a) without neglecting the non-linearity of the dynamic model of the quadrotor and the high-order non-holonomic constraints.

The observer can estimate the system state and actuator faults simultaneously. Neither the conventional adaptive state observer nor any other alternative to the adaptive observer can be used in FTC in the case of our complete nonlinear dynamical model of the quadrotor UAV because of the non-satisfaction of the persistent excitation condition.(reformule et expliquer d’avantage pourquoi ce n’est pas possible avec les autres méthodes?)

While using an adaptive observer as proposed in (Oucief, Tadjine, & Labiod , 2016a) does not require the system structure to satisfy the standard observer matching condition required in the conventional adaptive state observer. Thirdly, the use of these observers allows the estimation of any number of faults, regardless of the number of measured outputs, and it can estimate additive and multiplicative faults. The observer gains can be solved together with the Lyapunov inequality using LMI-based computations and do not require to change the system model into a special form like in (Oucief, Tadjine, & Labiod, 2016b) or the resolution of a system of partial differential equations like in (Stamnes, Aamo, & Kaasa, 2011).(Reformuler c’est incompréhensible)

In this paper, an active fault-tolerant control strategy is considered. Trajectory tracking of a quadrotor in the presence of actuator faults is studied.

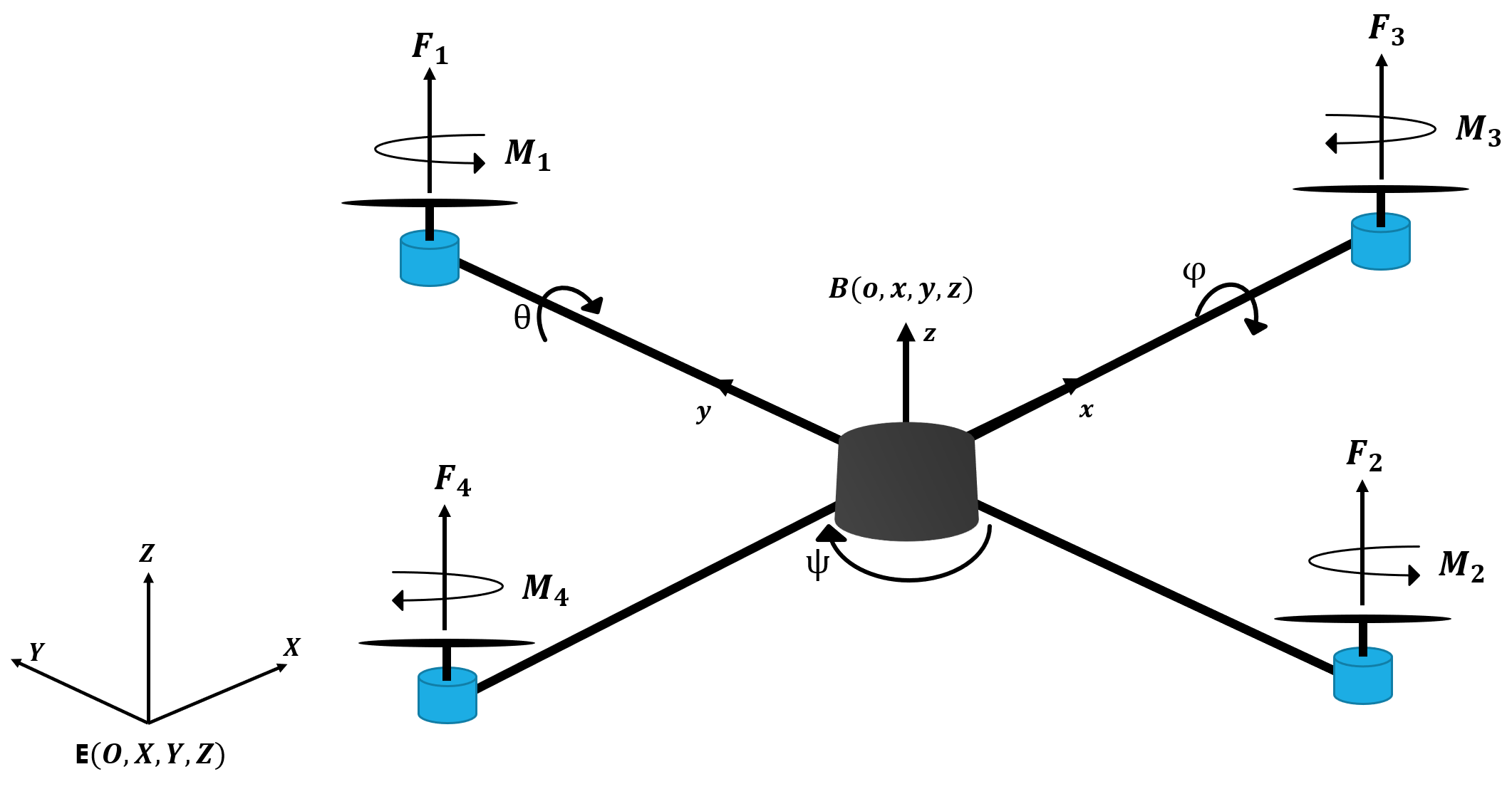
In the first section, the dynamic modeling of the quadcopter is carried out. Then, in the second section, a robust control strategy with actuator faults is established based on the backstepping technique. To detect defects, an adaptive observer was developed to estimate the size of defects. Finally, in the last section, simulations on MATLAB were carried out to validate the synthesized control laws. The results were conclusive in the presence of faults in the actuators.

2. Quadrotor Modelling

The aerial robot under study consists of a rigid cross frame coupled with four propellers, as illustrated in figure 1. The forward/ backward left/ right and the yaw movements are generated by a differential control strategy of the thrust delivered by each rotor. The up-down motion increases or reduces the overall thrust while keeping an equal individual thrust. To minimize the yaw drift induced by the responsive torques, the quadrotor aircraft is designed so that the set of rotors (right-left) spins clockwise and the set of rotors (front-rear) spins counter-clockwise.

Let E (O, X, Y, Z) designate an inertial frame, and B (o,x,y,z) designate a frame permanently coupled to the quadrotor, as illustrated in figure 1.

The absolute location is denoted by the three coordinates (x, y, z) and its attitude by the three Euler’s angles (ϕ, θ, ψ) respectively called Roll angle (*ϕ* rotation around x-axis), Pitch angle (*θ* rotation around y-axis) and Yaw angle (*ψ* rotation around z-axis).



**Figure 1.** Quadrotor configuration

Literally, by using formalism of Newton-Euler, the quadrotor complete model (position and orientation dynamic) is provided as in (Bouadi, Bouchoucha, & Tadjine, 2007) (choisir une autre référencer fiable) by:

|  |  |
| --- | --- |
|  | (1a) |
|  | (1b) |
|  | (1c) |
|  | (1d) |
|  | (1e) |
|  | (1f) |

Where:

* *Kp* is the lift coefficient.
* *Kftx*, *Kfty*and *Kftz* are the translation drag coefficients.
* *Kfax*, *Kfay* and *Kfaz* are the aerodynamic friction coefficients around (X,Y,Z).
* *Kd* drag coefficient.
* d is the distance between the quadrotor center of mass and the rotation axis of propeller
*  is the rotor inertia.

, , and are the control inputs of the system which are written according to the angular velocities of the four rotors as follows:

|  |  |
| --- | --- |
|  | (2) |
| Where | (3) |

From the equations of the translation dynamics (1) we can deduce the expressions of the high-order nonholonomic constraints:

|  |  |
| --- | --- |
|  | (4a) |
|  | (4b) |

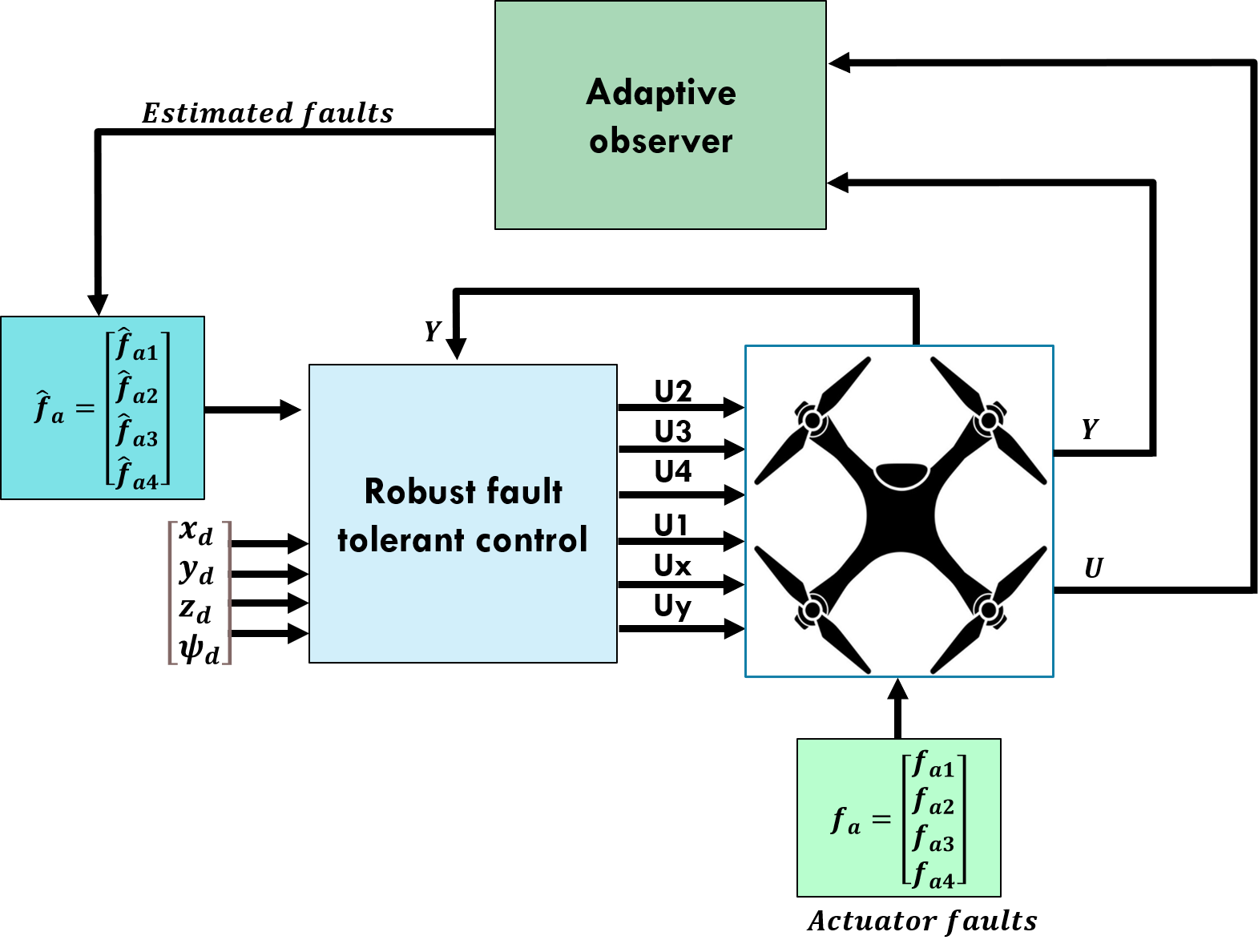
With

|  |  |  |
| --- | --- | --- |
|  |  |  |

3. Control Strategy of Quadrotor with Actuator Faults

Generally, a fault-tolerant system is composed of two cascaded modules. The first one is a monitoring module which is used to detect faults, and diagnose their location and significance in a system. The second is a recovery module taking necessary actions so that the faulty system can achieve the control objectives almost at any time (Jain, Yamé, & Sauter, 2018).

In our case, an adaptive observer is used like a monitoring module (Figure 2) and the recovery module is based on the Backstepping approach.



**Figure 2.** Fault-tolerant control system architecture

3.1 Robust FTC with Actuator Faults of Quadrotor

The complete model resulting by adding the actuator and sensor faults in the model (1) can be written in the state-space form:

|  |  |
| --- | --- |
|  | (5) |

with is the state vector of the system, such as:



and , is the resultant vector of actuator faults related to quadrotor motions.

Where is the state vector of the system, is the input control vector, is the output vector, represent the actuators faults vector.

and and are known nonlinear function vectors and the regressor is a known function matrix which may depend nonlinearly on *x*. , , and are known constant matrices with (C, A) being an observable pair.

with, represent the actuators faults vector.



From equations (1) and (2) and considering the actuator faults, we obtain:

|  |  |
| --- | --- |
|  | (6a) |
|  | (6b) |
|  | (6c) |
|  | (6d) |
|  | (6e) |
|  | (6f) |
|  | (6g) |
|  | (6h) |
|  | (6i) |
|  | (6j) |
|  | (6k) |
|  | (6l) |

With

|  |  |  |
| --- | --- | --- |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |

The following assumptions are needed for the analysis:

**Assumption 1: (justifier physiquement toutes ces hypothèses)**

The resultant of actuator faults related to quadrotor motions are slowly varying in time and bounded, as follows:

  (7)

Where {,,,} are positive constants.

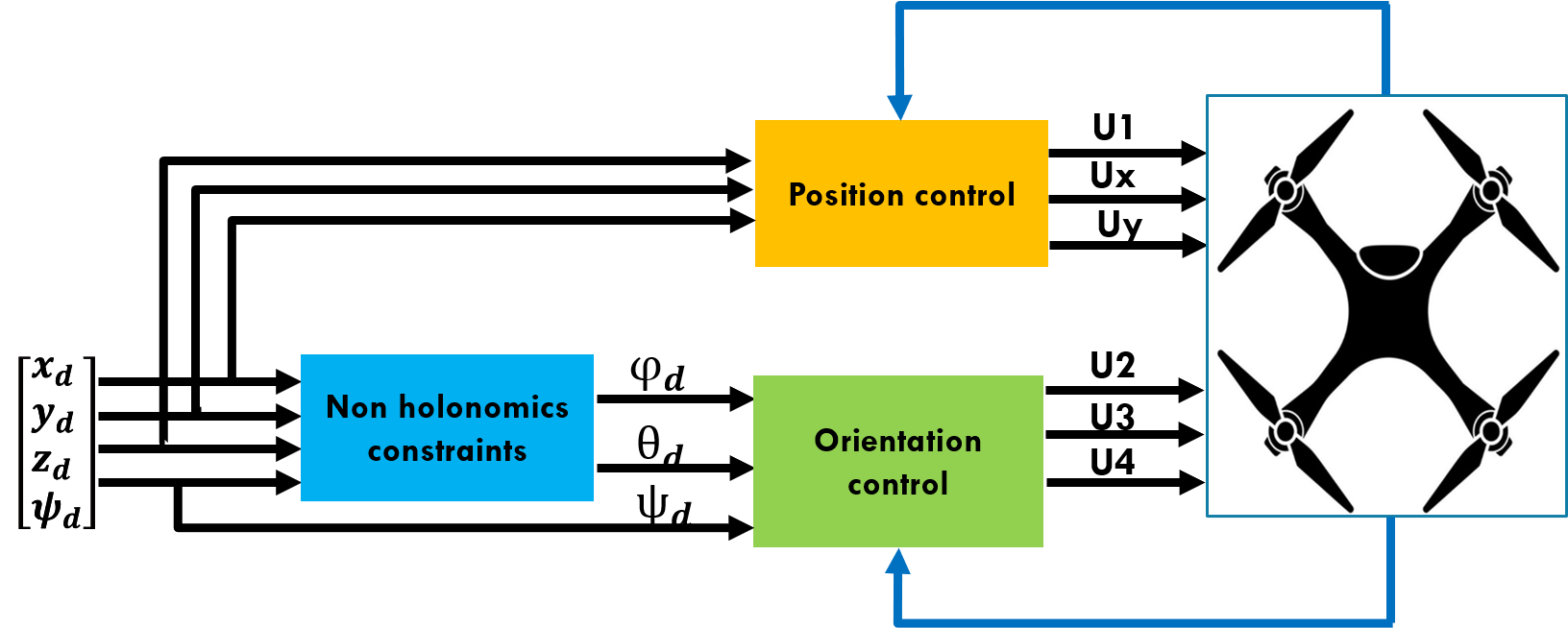
**Assumption 2:**

The unknown’s parts  including the resultants of actuator faults related to the quadrotor motions are also bounded:

 (8)

Where {,,,} are positive constants.

The proposed control approach is based on two loops (internal loop and external loop). The internal loop has four control laws: control of roll, control of pitch, control of yaw, and control of altitude. The external loop has two control laws of coordinates *x* and *y*. The external control loop produces the desired roll () and pitch () via the corrective block (shown by equation (4)). The corrective block has as a goal to correct the rotation of the roll and pitch based on the desired yaw (). The synoptic scheme (Figure 3) below illustrates this control strategy:



**Figure 3.** Synoptic scheme of the control strategy

Based on the backstepping technique, an iterative algorithm is used to synthesize the control laws forcing the system to follow the desired path in presence of actuator failures, we summarize all stages of calculation concerning the tracking errors and Lyapunov functions in the following way (Khebbache, et al., 2012) (même remarques de références)°:

|  |  |
| --- | --- |
|  | (9) |



The related Lyapunov functions are provided by:

|  |  |
| --- | --- |
|  | (10) |
|

The synthesized stabilizing control laws are as described in the following:

|  |  |
| --- | --- |
|  | (11a) |
|  | (11b) |
|  | (11c) |
|  | (11d) |
|  | (11e) |
|  | (11f) |

3.2 Observer design

In (Oucief, Tadjine, & Labiod , 2016a), authors have developed an adaptive observer for a certain class of non-linear systems. This observer employs the nonlinear system model described by equation (5).

(Utilise cette référence de base :

doi:10.1109/isic.1995.525102)

For developing the considered adaptive observer, the system model (5) has to satisfy the following conditions:

**C0:** The pair (C, A) must be observable;

**C1:** The fault vector  is piecewise constant and bounded in the following sense:

|  |  |
| --- | --- |
|  | (12) |

Where who is  is a known constant vector and *ρ* is a known positive constant.

**C2:** The vector function is continuous in its variables;

**C3:** and satisfy the Lipschitz property with respect to , i.e., there exist positive constants and such that:

|  |  |
| --- | --- |
|  | (13a) |
|  | (13b) |

**C4:** The matrices A, B, E and C satisfy the following conditions:

|  |  |  |
| --- | --- | --- |
|  |  | (14a) |
|  |  | (14b) |
|  |  | (14c) |

**C5:** The first derivative in time of is continuous and bounded provided that *x* is bounded.

When these conditions are satisfied, a stable observer for the system (7) has the form:

|  |  |
| --- | --- |
|  | (15a) |
|  | (15b) |
|  | (15c) |

where H and G are constant matrices to be designed and  is the learning rate matrix.

A sufficient condition for the asymptotic stability of the adaptive state observer is described in the following theorem.

### Theorem:

Under Assumptions 1, 3, and 4, the estimate of the state  converges to the real state x asymptotically whereas  converges to if there are positive real constants ε1 and ε2 and matrices , H and G such that (Oucief, Tadjine, & Labiod , 2016a):

|  |  |
| --- | --- |
|  | (16a) |
|  | (16b) |

(où est la formule finale de votre observateur)

4. Simulation Results

To evaluate the performance of the controller proposed in this work, we executed test simulations in MATLAB. In the first test (Test 1), the motion of the quadrotor is considered normal without faults. In the second test (Test 2), we created multiple actuator failures



**Figure 4.** Tracking simulation results of trajectories along roll (ϕ), pitch (θ), yaw angle (ψ), and Attitude Z axis (Test 1)

relating to roll, pitch, yaw, and altitude motions.

Results without faults (Test 1) are shown in Figure 4, Figure 7, Figure 9 and Figure 11.

The state estimates are shown in Figure 4.

From these simulation results (Figure 4), it can be seen that the true and estimated state by using this adaptive observer are matched perfectly. As displayed in Figure 4, the estimation errors respectively of ϕ, θ, ψ and z are , , and , which clearly illustrates good performances and robustness towards stability and tracking of this control strategy with respect to the backstepping approach in the absence of faults.

In these tests (Test 2), four actuator faults related to roll, pitch, yaw and altitude motions (ϕ, θ, ψ, z) is simulated with 150% of maximum values of inputs control *, ,*  and 100% maximum value of input



**Figure 5.** Fault estimation (Test 2)

control between the instants 10s and 20s and start decreasing between 20s and 40s.

The results of these tests are shown in Figure 5, Figure 8, Figure 10 and Figure 12.

The fault’s evolution and their estimates are given in Figure 5.

According to Figure 5, there is very excellent estimation of the actuator faults, even the presence of transient peaks in the discontinuous points (10s, 20s, 30s and 40s). After fault injection in the motors, the estimate of and converges rapidly to the real values. Meanwhile, the estimate of converge rapidly after 0,4 s. As displayed in Figure 5, the estimation errors respectively of and are , ,  and .Therefore, the proposed observer can give a fast and accurate fault estimation.



**Figure 6.** Tracking simulation results of trajectories along roll (ϕ), pitch (θ), yaw angle (ψ), and Attitude Z axis (Test 2)

As displayed in Figure 6, there is very excellent tracking of the intended trajectories even after the appearance of actuator faults. Moreover, we can observe well the tracking of the planned trajectories, with small transient variations in roll, pitch, yaw, and altitude movements in the instants of occurrence of faults (10s, 20s, 30s and 40s).

Therefore, the estimation errors of roll (ϕ), pitch (θ) and yaw (ψ) still keep close to zero (), meanwhile, the estimation error of attitude Z still remain below after 0,2 m. Despite that, the trajectory tracking of our system is assured.

This figure illustrates the advantage of this method over FDI techniques is that the used observer for FRE can also be used for state feedback control because it is designed to preserve accurate state estimation even in the faulty case.



**Figure 7.** Error tracking results of trajectories along roll (ϕ), pitch (θ), yaw angle (ψ), and Attitude Z axis (Test 1)

Figure 7 illustrate the error tracking results of trajectories along roll (ϕ), pitch (θ), yaw (ψ), and attitude Z in absence of actuator faults (Test 1). We can see that the errors converge rapidly to 0 and remain below.

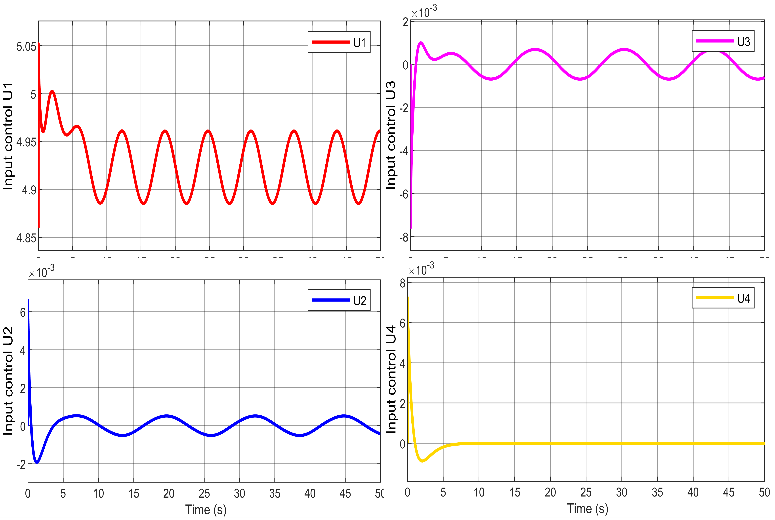
While, as displayed in Figure 8, the estimation errors of roll (ϕ), pitch (θ) and yaw (ψ) still keep close to zero (), meanwhile, the estimation error of attitude Z still remain below after 0,2 m which represent 4% of the desired attitude.

Figure 9 and Figure 10 illustrate the inputs control , *,*  of our system. It is easy to notice the transient peaks in all controllers.

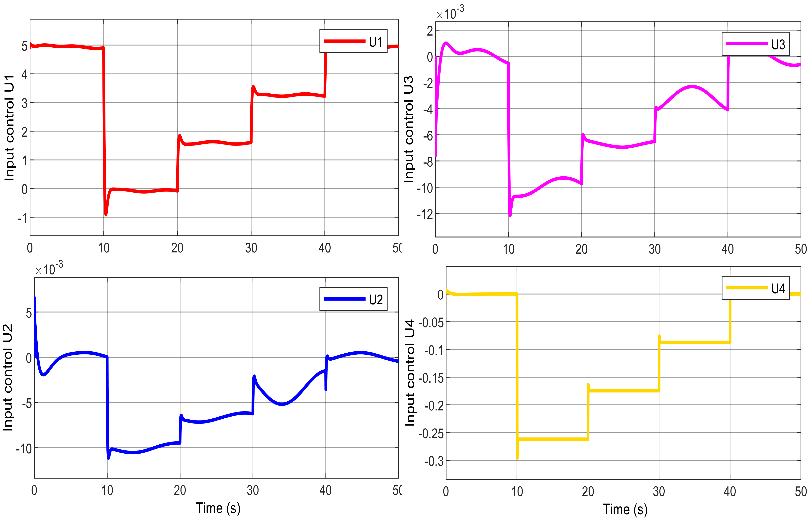
Despite it, the stability of the closed-loop dynamics of the quadrotor is assured. Furthermore, we can observe input control signals provided by this control strategy (Test 1 and Test 2) are acceptable and physically realizable.



**Figure 8.** Error tracking results of trajectories along roll (ϕ), pitch (θ), yaw angle (ψ), and Attitude Z axis (Test 2)



**Figure 5.** Control inputs of actuators in normal case (Test 1)



**Figure 6.** Control inputs of actuators in faulty case (Test 2)

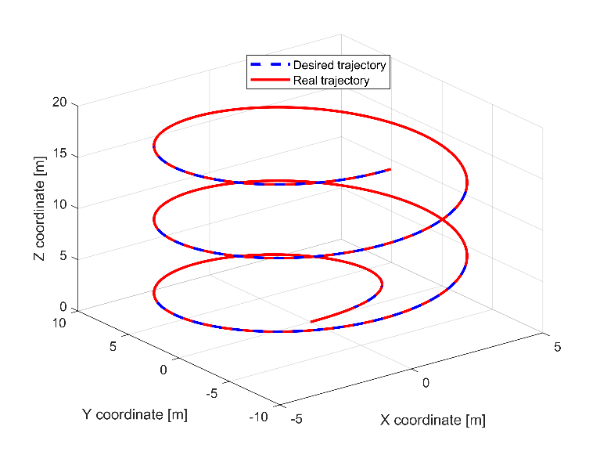
To judge the results obtained in the two tests numerically, we will compute two numerical criteria: the RMS (Root Mean Square) error and the error mean. The results obtained are presented in the table below (Table 1).

**Table 1:** Numerical evaluation of the control strategy in Test 1 and Test 2

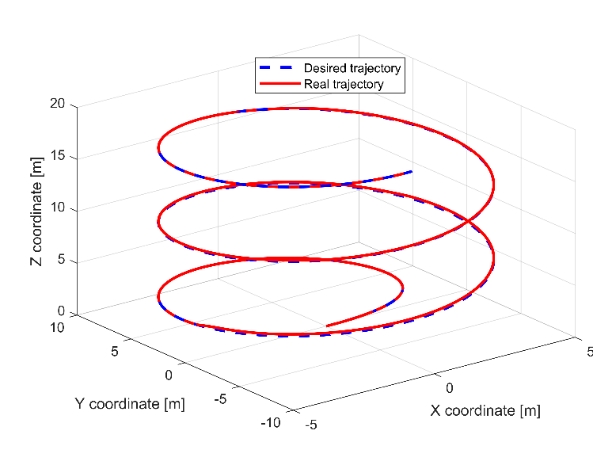
|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **RMS** | | | | **Error mean** | | | |
| **ϕ** | **θ** | **ψ** | **Z** | **ϕ** | **θ** | **ψ** | **Z** |
| **Test 1** |  |  |  |  |  |  |  |  |
| **Test 2** |  |  |  |  |  |  |  |  |

We note that the RMS for the orientation coordinates (ϕ, θ, ψ) is of the order of and of the order of for the Z altitude coordinate in faulty case (Test 2) and the same remark for the error mean in faulty case. The quantitative analysis confirms that the proposed strategy not only ensures a satisfactory tracking performance of the state estimation but also preserves a low energy consumption with small control inputs.

Figure 11 and Figure 12 illustrate the 3D trajectory of the quadrotor aircraft throughout the flight. The simulation results shown by this figure indicate high performances and resilience towards stability and tracking even after the occurrence of actuator faults (Figure 12), which shows the efficacy of the control method suggested in this work.



**Figure 7.** Global trajectory of the quadrotor in 3D along the (X, Y, Z) axis (Test 1)



**Figure 8.** Global trajectory of the quadrotor in 3D along the (X, Y, Z) axis (Test 2)

5. Conclusion

This paper presents a novel active fault-tolerant control strategy for diagnosing the actuator faults for a quadrotor vehicle. This approach is based on the observer-based fault reconstruction and estimation (FRE) technique using an adaptive observer. Firstly, we introduced a complete nonlinear dynamical model of the quadrotor, taking into consideration several physics phenomena that might impact our system's navigation in space. Secondly, we presented a stabilizing control law, in the presence of actuator faults, based on backstepping technique. Thirdly, an adaptive observer has been developed to estimate simultaneously the system state used in feedback control and actuator faults used in the FDI task.

Many test simulations in MATLAB have been executed to evaluate the performance of the proposed strategy. In the first test, the motion of the quadrotor is considered normal without faults. In the second test, we created multiple actuator failures relating to roll, pitch, yaw, and altitude motions. Simulation results clearly illustrates good performances and robustness towards stability and tracking of this control strategy with respect to the backstepping approach in the absence of faults. There is very excellent estimation of the actuator faults and the intended trajectories even after the appearance of actuator faults. We can see that the errors converge rapidly to 0 and remain below. While the estimation errors of roll (ϕ), pitch (θ) and yaw (ψ) still keep close to zero (), meanwhile, the estimation error of attitude Z still remain below 0,2 *m* which represent 4% of the desired attitude. Furthermore, we can observe input control signals provided by this control strategy are acceptable and physically realizable.

The contribution of this work, firstly, is the use of a complete model of the quadrotor considering the non-linearities and the high-order nonholonomic constraints of the system which gives a real behavior of the quadrotor, especially in faulty cases. Secondly, It’s the first use of the adaptive observer proposed in (Oucief, Tadjine, & Labiod , 2016a), in the field of active FTC for quadrotor UAV. This observer can estimate the system state and actuator faults simultaneously, which can be used respectively in feedback control and the FDI task of the actuator faults. Another advantage of the use of this observer structure lies in the fact that neither the conventional adaptive state observer nor any other alternative to the adaptive observer can be used in FTC in the case of our complete nonlinear dynamical model of the quadrotor UAV because of the non-satisfaction of the persistent excitation condition by model used. While using an adaptive observer as proposed in (Oucief, Tadjine, & Labiod , 2016a) does not require the system structure to satisfy the standard observer matching condition required in the conventional adaptive state observer. Finally, the use of these observers allows the estimation of any number of faults, regardless of the number of measured outputs, and it can estimate additive and multiplicative faults. The observer gains can be solved together with the Lyapunov inequality using LMI-based computations and do not require to change the system model into a special form like in (Oucief, Tadjine, & Labiod, 2016b) or the resolution of a system of partial differential equations like in (Stamnes, Aamo, & Kaasa, 2011).

This strategy can be easily applied to other nonlinear systems faults tolerant where several faults occur simultaneously. or the process itself in the case where sensor faults occur.

The simulation results have demonstrated the excellent effectiveness of this control strategy, and it maintains the stability and performance of the quadrotor even in the occurrence of actuator faults.

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