

Aided Inertial Navigation with Geometric Features: Observability Analysis

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Abstract—In this paper, we perform observability analysis for inertial navigation systems (INS) aided by generic exteroceptive range and/or bearing sensors with different geometric features including points, lines and planes. While the observability of vision-aided INS (VINS, which uses camera as a bearing sensor) with point features has been extensively studied in the literature, we analytically show that the same observability property remains if using generic range and/or bearing measurements, and if global measurements are also available, as expected, some unobservable directions dismiss. We study in-depth the effects of four degenerate motions on the system observability. In particular, building upon the observability analysis of the aided INS with point features, we perform observability analysis for the same system but with line and plane features, respectively, and show that there exist 5 (and 6) unobservable directions for a single line (and plane) feature. Moreover, we, for the first time, analytically derive the unobservable directions for the cases of multiple lines/planes. We validate our analysis through Monte Carlo simulations.

I. INTRODUCTION AND RELATED WORK

Over the past decades, an inertial navigation system (INS) using an inertial measurement unit (IMU) is among the most popular approaches to estimate the 6 degrees-of-freedom (DOF) position and orientation (pose) in 3D, especially in GPS-denied environments such as underwater, indoor, in the urban canyon, and in space. However, simple integration of IMU measurements that are corrupted by noise and bias, often results in unreliable estimates in a long term, although a high-accuracy IMU exists but remains prohibitively expensive for widespread deployment. A camera that is small, light-weight, and energy-efficient, provides rich information about the perceived environment and serves as an idea aiding source for INS, i.e., vision-aided INS (VINS) [1]–[8]. Nevertheless, many other exteroceptive sensors such as LiDAR [9], RGBD camera [10] and 2D imaging sonar [11], can also be used to aid INS by providing range and/or bearing measurements to features. To date, various algorithms are available for aided INS problems, among which the EKF-based approaches remain arguably the most popular, for example, observability constrained (OC)-EKF [1], [12], and multi-state constrained Kalman filter (MSCKF) [3], [13].

As system observability plays an important role in developing consistent state estimation [14], the observability of VINS has been extensively studied. In particular, the authors

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of [15], [16] examined the system's indistinguishable trajectories. By employing the concept of continuous symmetries, [17], [18] showed explicitly that the IMU biases, 3D velocity, and absolute roll and pitch angles in VINS are observable. In [1], [19], observability analysis for the linearized VINS was performed by analytically finding the right null space of the observability matrix. The corresponding nonlinear observability analysis [20] was also carried out, respectively, for monocular vision-aided INS [2] and RGBD-aided INS [21], where the unobservable directions were found analytically. Previous work shows that there are 4 unobservable directions (3 correspond to global translation and 1 to global yaw) for VINS. However, few have studied the observability for INS aided with generic range and/or bearing measurements using different geometric features. Note that aided INS might be fed into global measurements, such as altitude measurements by barometers and orientation measurements by compasses. It is important to understand the effects of such measurements on the system observability. Moreover, it is of practical significance to examine the degenerate motions that may ruin the system observability properties by causing more unobservable directions (e.g., see [22]).

While most current VINS algorithms focus on using point features [1]–[3], line and plane features are to prevail [10], [23]–[25], because of their advantages: (i) There are plenty of straight lines and planes in common urban or indoor environments (e.g., doors, walls, stairs); (ii) They can be easily detected and tracked continuously over a relatively long time period; (iii) They are more robust in texture-less environments compared to points. In particular, Kottas et al. [25] represented the line with a quaternion and a scalar, and studied the line observability based on this representation with linearized observability matrix. Guo et al. [10] and Panahandeh et al. [24] analyzed the observability of VINS with plane features, while assuming plane orientation is *a priori* known. In contrast, in this work, we make no assumption for lines or planes and advocate to use the orthonormal representation [26] to model the error states for line features. Specifically, the main theoretical contributions of this paper are the following:

- We generalize the VINS observability analysis to INS aided with any type of exteroceptive sensors such as 3D LiDAR, 2D imaging sonar, and stereo cameras, and analytically show that the same observability properties remain (i.e., four unobservable directions).
- We study in-depth the effects of global measurements on the system observability, showing that they, as expected,

It is not difficult to see that the aided INS with a plane feature will have at least 6 unobservable directions:

$$\mathbf{N}_\pi = [\mathbf{N}_{\pi 1} \quad \mathbf{N}_{\pi 2:4} \quad \mathbf{N}_{\pi 5:6}] \quad (46)$$

$$= \begin{bmatrix} {}^I_1 \hat{\mathbf{R}}^G \mathbf{g} & \mathbf{0}_{3 \times 1} \\ \mathbf{0}_{3 \times 1} & \mathbf{0}_{3 \times 1} \\ -[{}^G \hat{\mathbf{V}}_{I_1} \times]^G \mathbf{g} & \mathbf{0}_{3 \times 1} & \mathbf{0}_{3 \times 1} & \mathbf{0}_{3 \times 1} & {}^G \hat{\mathbf{n}}_1^\perp & {}^G \hat{\mathbf{n}}_2^\perp \\ \mathbf{0}_{3 \times 1} & \mathbf{0}_{3 \times 1} \\ -[{}^G \hat{\mathbf{P}}_{I_1} \times]^G \mathbf{g} & {}^G \hat{\mathbf{n}}_1^\perp & {}^G \hat{\mathbf{n}}_2^\perp & {}^G \hat{\mathbf{n}}_\Pi & \mathbf{0}_{3 \times 1} & \mathbf{0}_{3 \times 1} \\ -g & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & -1 & 0 & 0 \end{bmatrix}$$

Note that $\mathbf{N}_{\pi 1}$ relates to the rotation around the gravitational direction, $\mathbf{N}_{\pi 2:4}$ relates to the sensor's global translation while $\mathbf{N}_{\pi 5:6}$ relates to the sensor motion perpendicular to the plane's normal direction.

B. Observability Analysis: Multiple Planes

Assuming that there are $m > 1$ plane features in the state vector, we define the orientation of the plane i and the rotation between plane i and plane j ($i, j \in \{1, \dots, m\}$) as:

$${}^{\Pi i} \hat{\mathbf{R}} = \begin{bmatrix} {}^G \hat{\mathbf{n}}_{\Pi i 1}^\perp & {}^G \hat{\mathbf{n}}_{\Pi i 2}^\perp & {}^G \hat{\mathbf{n}}_{\Pi i i} \end{bmatrix} \quad (47)$$

$${}^{\Pi j} \hat{\mathbf{R}} = {}^{\Pi i} \hat{\mathbf{R}}^T {}^G \hat{\mathbf{R}} \quad (48)$$

Lemma 3. For aided INS system with m plane features in the state vector,

- If $m = 2$ and the planes are not parallel, the system will have at least 5 unobservable directions.
- If $m \geq 3$ and these planes' intersections are not parallel, the system will have at least 4 unobservable directions.

Proof. See [28]. \square

VI. SIMULATION RESULTS

To validate our observability analysis, we perform 100 Monte Carlo simulations of visual-inertial odometry (VIO) using point [13], line and plane features, respectively. The simulated trajectory and different geometric features are shown in Fig. 1, where we assume a stereo camera with IMU is moving on spacial sine trajectories to get the feature measurements. In the results presented below, we implemented the MSCKF [13] as the VIO estimator to validate our observability analysis, since the MSCKF has been widely used for VINS with point features and its observability analysis has been well understood [1], [2]. In particular, we have compared two different versions of MSCKF: (i) the *ideal* MSCKF which uses true states as the linearization points and was shown to have correct observability properties and thus being consistent, and (ii) *standard* MSCKF which uses current state estimates as the linearization points and was found to be overconfident (inconsistent) [1], [2]. We compute the root mean squared error (RMSE) and the normalized estimation error squared (NEES) to quantify estimation accuracy and consistency [30]. The results are shown in Fig. 1. It is clear that the standard MSCKF performs worse than the ideal MSCKF which is consistent (though the comparison of orientation estimates is not as apparent

as position estimates). This implies the importance of understanding system observability properties for the design of consistent INS state estimators.

VII. CONCLUSIONS AND FUTURE WORK

We have performed observability analysis for INS aided by generic range and/or bearing measurements with different geometric features including points, lines and planes, which encapsulates the vision-aided INS as a special case. In particular, in the case of point features, we have systematically investigated the effects of global measurements on the aided INS observability and as expected, we found that the global measurements improve the system observability. Moreover, we have also identified four types of degenerate motion which should be avoided when performing aided INS. We further generalized the observability analysis to the aided INS with line and plane features, respectively, analytically proved that there exist at least 5 (6) unobservable directions with a single line (plane) feature, and for the first time, derived the unobservable directions for multiple lines or planes. The analysis is validated in the MSCKF-based VIO Monte Carlo simulations. In the future, we will leverage the presented observability analysis to design consistent estimators for different aided INS with geometric features.

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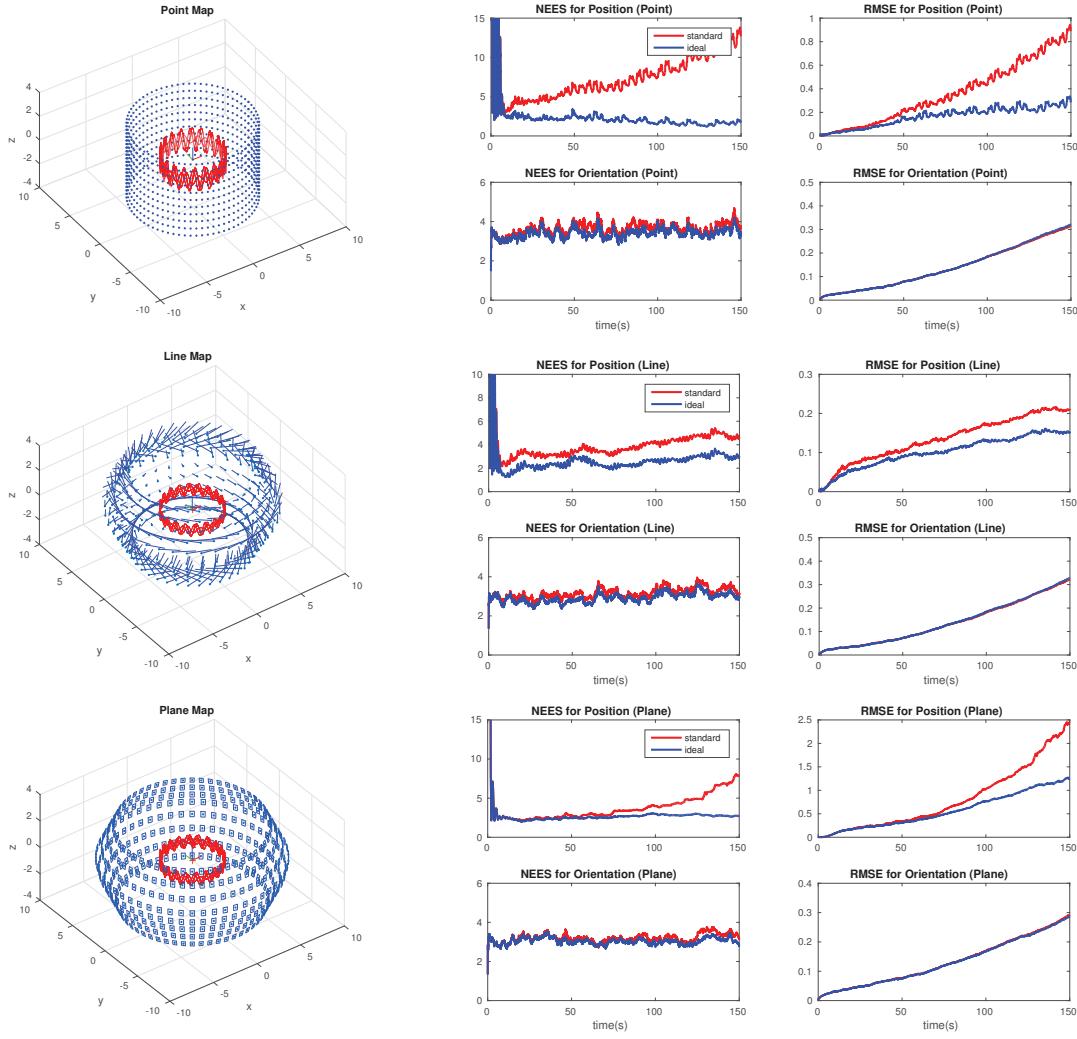


Fig. 1. Monte Carlo results of the standard and ideal MSCKFs for different geometric features: (top) points, (middle) lines, and (bottom) planes.

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