

Extracting Dynamics Matrix of Alignment Process for a Gimbaled Inertial Navigation System Using Heuristic Dynamic Programming Method

A. A. Nikkhah^{1*}, S. M. Salehi Amiri², S. A. Zahiripour³

1, 2 and 3. Department of Aerospace Engineering, K.N.Toosi University of Technology

*Postal Code:1541849611, Tehran, IRAN.

Nikkhah@kntu.ac.ir

In this paper, with the aim of estimating internal dynamics matrix of a gimbaled Inertial Navigation System (as a discrete linear system), the discrete-time Hamilton-Jacobi-Bellman (HJB) equation for optimal control has been extracted. Heuristic Dynamic Programming algorithm (HDP) for solving the equation has been presented and then a neural network approximation for cost function and control input has been extracted to simplify the solution of HJB. Design process of the optimal controller shows that, we do not need to know the system matrix. This important issue and the convergence of the HDP algorithm to the optimal control policy makes possible the estimation of the internal dynamics matrix.

Keywords: optimal control, Heuristic Dynamic Programming, neural network approximation, gimbaled Inertial Navigation System, Initial Alignment

INTRODUCTION

Initial Alignment in gimbaled Inertial Navigation Systems (INS) is a complicated experimental process, which needs a multivariable control system [1, 2]. Because of uncertainties in the mechanical and electrical parts of INS, sometimes we need to use certain identification methods to determine system parameters [3-6]. As shown in Figure 1, a gimbaled INS consists of a three-axial suspension mechanism, with an assembly of inertial sensors (3 gyroscopes and 3 accelerometers) on it, and some necessary actuators. The design of a control system for this purpose, needs the internal dynamics matrix of the platform. In the present article, we use a new identification method to determine this internal dynamics matrix based on a HDP algorithm.

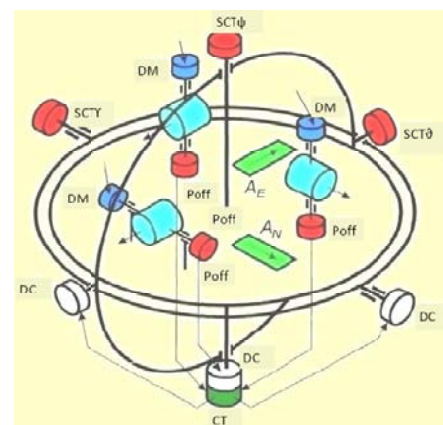


Figure 1. a gimbaled INS [1]

System identification is the process of developing or improving the mathematical representation of a physical system using experimental data. There are three types of identification techniques: modal parameter identification, structural model identification and control model identification [7]. The main aim of system identification is to determine a mathematical

1. Ph.D. Candidate (Corresponding Author)
2. Ph.D. Candidate

model of a physical/dynamic system from the observed data. Six key steps are involved in system identification [7]; (1) Developing an approximate analytical model of structure, (2) Establishing the levels of structural dynamic response which are likely to occur using the analytical model as well as the characteristics of anticipated excitation sources, (3) Determining the instrumentation requirements needed to sense the motion with prescribed accuracy and spatial resolution, (4) Performing experiments and recording the data, (5) Applying system identification techniques to identify the dynamic characteristics such as system matrixes, modal parameters, as well as excitation and input/output noise characteristics, and (6) Refining the analytical model based on the identified results. The traditional identification techniques extracting modal parameters from input and output data have been well-developed and widely used in engineering. However, it is often a demanding task to carry out excitation in the field testing of large engineering structures. To obviate such difficulties of the traditional techniques, methods of extracting modal parameters from structural response data have only been deeply investigated during the last few decades [8]. Approximate dynamic programming (ADP) is a very effective method for the solution of Discrete-Time Nonlinear HJB [9]. There are many techniques of ADP to solve the cost function and hence the optimal control policy [10]. In [11], ADP techniques are classified into: heuristic dynamic programming (HDP), dual heuristic dynamic programming (DHP), action dependent heuristic dynamic programming (ADHDP), and action dependent dual heuristic dynamic programming (ADDHP). In [12], Liu and Li used optimal control for discrete-time HJB.

In the present study based on the idea of HDP, we extract a new internal dynamics matrix identification method. At first, we introduce the discrete time HJB, then, we use heuristic dynamic programming algorithm for solving HJB online, and finally introduce two neural network parametric structures to approximate the optimal cost function and policy. At last, using the main results obtained, we extract an estimator for the internal dynamics estimation of a discrete linear system.

DISCRETE-TIME HJB EQUATIONS

Consider an affine dynamic system of the form:

$$x_{k+1} = f(x_k) + g(x_k)u(x_k) \quad (1)$$

where $x \in R^n$, $f(x) \in R^n$, $g(x) \in R^{n \times m}$ and the input $u \in R^m$.

It is desired to find the control input which minimizes the cost function given as (2):

$$V(x_k) = \sum_{n=k}^{\infty} x_n^T Q x_n + u_n^T R u_n \quad (2)$$

where $Q > 0$ and $R > 0$.

From Bellman's optimality theory and [13]:

$$u^*(x_k) = \frac{1}{2} R^{-1} g(x_k)^T \frac{\partial V^*(x_{k+1})}{\partial x_{k+1}} \quad (3)$$

and:

$$V^*(x_k) = x_k^T Q x_k + \frac{1}{4} \frac{\partial V^{*T}(x_{k+1})}{\partial x_{k+1}} g(x_k) R^{-1} g(x_k)^T \frac{\partial V^*(x_{k+1})}{\partial x_{k+1}} + V^*(x_{k+1}) \quad (4)$$

This equation reduces to the Riccati equation in the linear quadratic regulator (LQR) instance, which can be solved with precision. In the general nonlinear case, the HJB cannot be solved exactly.

From [9], the value iteration HDP algorithm for solving it is proposed as:

$$\begin{aligned} u_i(x_k) &= \arg \min_u \left\{ x_k^T Q x_k + u^T R u + V_i(x_{k+1}) \right\} \\ &= \arg \min_u \left\{ x_k^T Q x_k + u^T R u + V_i(f(x_k) + g(x_k)u) \right\} \\ &= \frac{1}{2} R^{-1} g(x_k)^T \frac{\partial V_i(x_{k+1})}{\partial x_{k+1}} \\ V_{i+1}(x_k) &= \min_u \{ x_k^T Q x_k + u^T R u + V_i(x_{k+1}) \} = \\ & x_k^T Q x_k + \end{aligned} \quad (5)$$

$$u_i(x_k)^T R u_i(x_k) + V_i(f(x_k) + g(x_k)u_i(x_k)) \quad (6)$$

subsequently, for solving the equations (5), (6), neural network estimation has been proposed as follows:

$$\hat{V}_i(x) = \sum_{j=1}^L w_{vi}^j \phi_j(x) = W_{vi}^T \phi(x) \quad (7)$$

$$\hat{u}_i(x) = \sum_{j=1}^M w_{ui}^j \sigma_j(x) = W_{ui}^T \sigma(x) \quad (8)$$

where $\phi(x)$ and $\sigma(x)$ are the activation functions and W_{vi} and W_{ui} are the network weights.

The updated law for W_{vi} and W_{ui} is obtained from (9), (10) as:

$$W_{vi+1} = \left(\int_{\Omega} \phi(x_k) \phi(x_k)^T dx \right)^{-1} \times \int_{\Omega} \phi(x_k) \hat{V}_i(\phi(x_k), W_{vi}) dx \quad (9)$$

$$W_{ui+1} = W_{ui} + \alpha \sigma(x_k) (2R \hat{u}_i(x_k, W_{ui}) + g(x_k)^T \frac{\partial \hat{V}_i(x_{k+1})}{\partial x_{k+1}} W_{vi})^T \quad (10)$$

where Ω is the training set, α is a positive step size, and m is the iteration number of the LMS algorithm.

Assuming the convergence of HDP algorithm for a linear system, the last relations show, $V_i(x_k)$ and $u_i(x_k)$ converge to the cost function of the optimal control problem and to the corresponding optimal control input, respectively.

The most important feature which is seen in (9) and (10) is that $f(x_k)$ isn't needed to update the critic neural network weights and this issue makes possible the estimation of system inner dynamics matrix using composition of heuristic dynamic programming control algorithm and neural network.

ESTIMATION of INNER DYNAMICS MATRIX of DISCRETE-TIME LINEAR SYSTEM

Consider the linear discrete system (for example with five states), described as:

$$x(k + 1) = Gx(k) + B u(k) \tag{11}$$

From LQR method:

$$u^*(x) = -Lx \tag{12}$$

where:

$$L = (R + B^T P B)^{-1} B^T P G \tag{13}$$

And P is the symmetric positive definite of below Ricatti equation:

$$P = G^T P G + Q - G^T P B (R + B^T P B)^{-1} \times B^T P G \tag{14}$$

and

$$V^*(x) = x^T P x \tag{15}$$

A reasonable selection of activation functions vector for cost and control input would be as:

$$\phi(x) = [x_1^2 x_1 x_2 x_1 x_3 \quad x_1 x_4 \quad x_1 x_5 \quad x_2^2 x_2 x_3 \quad x_2 x_4 \quad x_2 x_5 \quad x_3^2 x_3 x_4 \quad x_3 x_5 \quad x_4^2 x_4 x_5 \quad x_5^2]^T \tag{16}$$

$$\sigma(x) = [x_1 x_2 x_3 x_4 x_5]^T$$

Then, converged weight vectors have the form of:

$$W_v = [w_v^1 w_v^2 w_v^3 w_v^4 w_v^5 w_v^6 w_v^7 w_v^8 w_v^9 w_v^{10} w_v^{11} w_v^{12} w_v^{13} w_v^{14} w_v^{15}]^T$$

$$W_u = \begin{pmatrix} w_u^{1.1} & w_u^{1.2} & w_u^{1.3} & w_u^{1.4} & w_u^{1.5} \\ w_u^{2.1} & w_u^{2.2} & w_u^{2.3} & w_u^{2.4} & w_u^{2.5} \\ w_u^{3.1} & w_u^{3.2} & w_u^{3.3} & w_u^{3.4} & w_u^{3.5} \\ w_u^{4.1} & w_u^{4.2} & w_u^{4.3} & w_u^{4.4} & w_u^{4.5} \\ w_u^{5.1} & w_u^{5.2} & w_u^{5.3} & w_u^{5.4} & w_u^{5.5} \end{pmatrix} \tag{17}$$

and:

$$\begin{aligned} \widehat{V}^*(x) &= W_v^T \phi(x) \\ \widehat{u}^*(x) &= W_u^T \sigma(x) \end{aligned} \tag{18}$$

As explained in section 3, HDP algorithm converges to the cost function of the optimal control problem and to the corresponding optimal control input, respectively. i.e.

$$\begin{aligned} \widehat{V}^*(x) &= V^*(x) \\ \widehat{u}^*(x) &= u^*(x) \end{aligned} \tag{19}$$

Therefore:

$$\begin{aligned} W_v^T \phi(x) &= x^T P x \\ W_u^T \sigma(x) &= -Lx \end{aligned} \tag{20}$$

We define:

$$W = \begin{pmatrix} w_v^1 & 0.5w_v^2 & 0.5w_v^3 & 0.5w_v^4 & 0.5w_v^5 \\ 0.5w_v^2 & w_v^6 & 0.5w_v^7 & 0.5w_v^8 & 0.5w_v^9 \\ 0.5w_v^3 & 0.5w_v^7 & w_v^{10} & 0.5w_v^{11} & 0.5w_v^{12} \\ 0.5w_v^4 & 0.5w_v^8 & 0.5w_v^{11} & w_v^{13} & 0.5w_v^{14} \\ 0.5w_v^5 & 0.5w_v^9 & 0.5w_v^{12} & 0.5w_v^{14} & w_v^{15} \end{pmatrix} \tag{21}$$

Then, (16-21) results:

$$P = W \tag{22}$$

$$L = -W_u^T$$

Using (13), (22):

$$-W_u^T = \{R + B^T W B\}^{-1} B^T W G \tag{23}$$

If the number of states is equal to control inputs, i.e. size(G)=size(B) and B is nonsingular, (constrains of proposed estimation algorithm), then, there is a unique solution for G from (23):

$$G = \{W^{-1} B^T R + B\} W_u^T \tag{24}$$

That can be simplified to:

$$G = \{W^{-1} B^T R + B\} W_u^T \tag{25}$$

A block-diagram of the proposed estimation method is shown in Fig. 2.

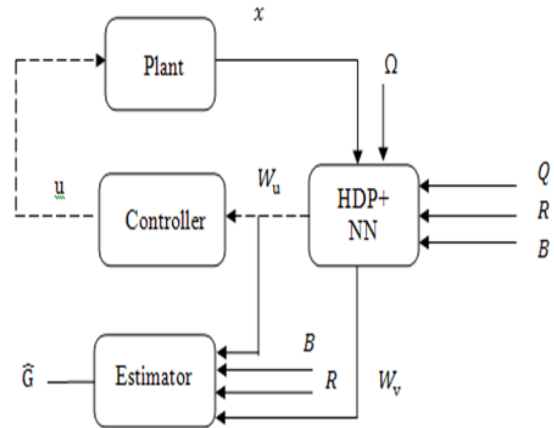


Figure 2. Block-diagram of the proposed estimation method

ESTIMATION of INNER DYNAMICS MATRIX of GIMBALED INERTIAL NAVIGATION SYSTEM

Gyroscopes random error is defined as a stable stochastic process with autocorrelation function as follows [1]:

$$G = \{W^{-1} B^T R + B\} W_u^T \tag{26}$$

where σ_i is the standard deviation of random error of gyroscopes, which is known, and μ_i is the damping coefficient.

Differential equation of gyroscope error is as:

$$\dot{D}_i + \mu_i D_i = \sqrt{2\sigma_i^2 \mu_i} \cdot w \tag{27}$$

Where w is a white noise with $\mathcal{N}(0,1)$.

Dynamic equations of inertial navigation system considering gyroscopes disturbances are [14]:

$$\dot{x}(t) = Gx(t) + Dw(t) \quad (28)$$

where:

$$G = \begin{pmatrix} 0 & \Omega_d & 0 & 0 & 0 \\ -\Omega_d & 0 & \Omega_n & 0 & 0 \\ 0 & -\Omega_n & 0 & 0 & 0 \\ 0 & 0 & 0 & -\mu_E & 0 \\ 0 & 0 & 0 & 0 & -\mu_N \end{pmatrix} \quad (29)$$

$$D = \begin{pmatrix} 0 & 0 & 0 \\ 0 & 0 & 0 \\ \sqrt{2\sigma_E^2\mu_E} & 0 & 0 \\ 0 & \sqrt{2\sigma_N^2\mu_N} & 0 \end{pmatrix}$$

Inpractice two-channel control for horizontal axes is used. While in this paper, for extracting matrix A, because of constrains in the algorithm, a five-channel virtual control is utilized. Therefore:

$$\dot{x}(t) = Gx(t) + Bu(t) + Dw(t) \quad (30)$$

By assumption of matching condition ($Dw(t) = BW_1(t)$), the equation (30) can be rewritten as:

$$\begin{aligned} \dot{x}(t) &= Gx(t) + Bu(t) + Dw(t) \\ &= Gx(t) + Bu(t) + \frac{B}{k}Dw(t) \\ &= Gx(t) + B\tilde{u}(t) \end{aligned} \quad (31)$$

where:

$$\tilde{u}(t) = u(t) + w_1(t) \quad (32)$$

For implementing the proposed method, we need the discrete model of the system. For this aim, we use the approximation:

$$\dot{x}(t) \cong \frac{x(k+1) - x(k)}{\Delta t} \quad (33)$$

Therefore:

$$x(k+1) = \tilde{G}x(k) + \tilde{B}\tilde{u}(k) \quad (34)$$

where:

$$\tilde{G} = I + G\Delta t, \quad \tilde{B} = B\Delta t \quad (35)$$

If we choose the following parameters:

$$\Omega_d = \Omega_e * \sin(\varphi) \left(\frac{rad}{s}\right)$$

$$\Omega_n = \Omega_e \cos(\varphi) \left(\frac{rad}{s}\right)$$

$$\Omega_e = 7.29 * 10^{-5} \left(\frac{rad}{s}\right)$$

$$\varphi = 35.5^\circ, \quad \mu_E = 3 * 10^{-3}$$

$$\mu_N = 10^{-3}, \quad \Delta t = 0.01 (s)$$

With substituting in (29), (35):

$$\tilde{G} = \begin{pmatrix} 1 & 4.23e-7 & 0 & 0 & 0 \\ -4.23e-7 & 1 & 5.93e-7 & 0 & 0 \\ 0 & -5.93e-7 & 1 & 0 & 0 \\ 0 & 0 & 0 & 0.999 & 0 \\ 0 & 0 & 0 & 0 & 0.999 \end{pmatrix} \quad (36)$$

With applying HDP+NN, W_u and W_v converge to:

$$W_u = \begin{pmatrix} -1.0000 & 0.0000 & 0.0002 & 0 & 0 \\ -0.0002 & -1.0003 & 0.0000 & 0 & 0 \\ 0.0002 & -0.0000 & -1.0002 & 0 & 0 \\ 0 & 0 & 0 & -0.00001 & 0 \\ 0 & 0 & 0 & 0 & -0.00003 \end{pmatrix} \quad (37)$$

$$W_v = \begin{pmatrix} 1562640609 & 273 & -646052 & 0 & 0 \\ 1563094323 & 460 & 0 & 0 & 1562864141 \\ 0 & 0 & 16666 & 0 & 5 \end{pmatrix}$$

The convergence of the two weights (for example $W_u(3,3)$ and $W_v(1,2)$) is shown in Fig. 2.

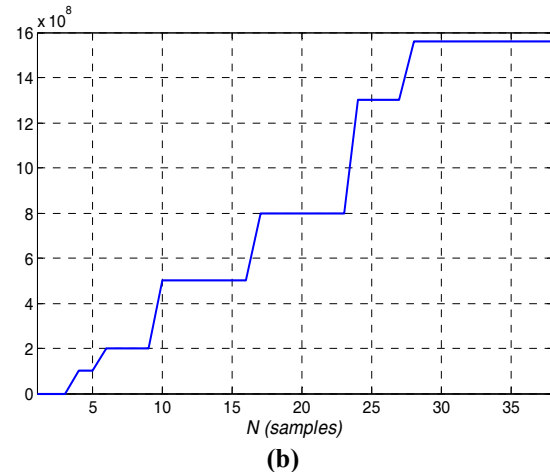
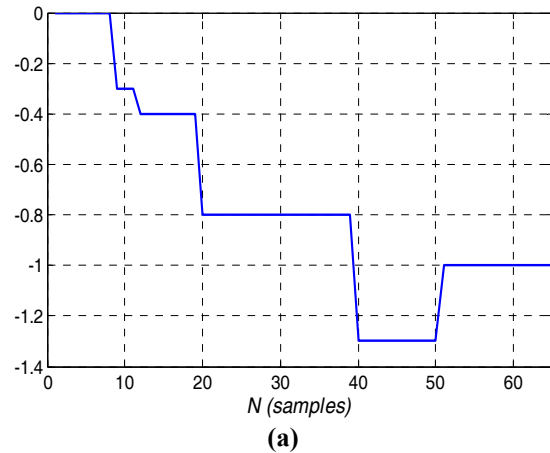


Figure 3. The convergence of (a) $W_u(3,3)$ and (b) $W_v(1,2)$

Using (25):

$$\hat{G} = \begin{pmatrix} 1.0000 & 0.0000 & -0.0002 & 0 & 0 \\ -0.0000 & 1.0000 & 0.0000 & 0 & 0 \\ 0.0000 & -0.0000 & 0.9999 & 0 & 0 \\ 0 & 0 & 0 & 0.9999 & 0 \\ 0 & 0 & 0 & 0 & 0.9999 \end{pmatrix} \quad (39)$$

Comparing (36) and (39) shows that the proposed estimation method works properly. In [13], another closed-loop subspace identification method which is based on the least-square problem is presented. In this procedure, \hat{G} can be found as the solution to the problem

$$U_n(1:(f-1)n_y:) \hat{G} = U_n(n_y+1:fn_y,:) \quad (40)$$

For details see [13].

From (40):

$$\hat{\tilde{G}} = \begin{pmatrix} 1.0000 & 1.22e-7 & -0.0002 & 0 & 0 \\ -1.22e-7 & 1.0000 & 0 & 0 & 0 \\ 0.0000 & -0.0000 & 0.9999 & 0 & 0 \\ 0 & 0 & 0 & 0.98 & 0 \\ 0 & 0 & 0 & 0 & 0.98 \end{pmatrix} \quad (41)$$

comparing (39) and (41) shows that the proposed method in this paper enjoys a higher accuracy especially in estimating the drift filter of gyroscopes that is related to the last two entries on the diagonal $\hat{\tilde{G}}$.

CONCLUSION

In this paper, a new method for extracting the inner dynamics matrix for a discrete time system was proposed. This idea is obtained from solving the HJB through the composition of Heuristic Dynamic Programming and Neural Network, in which the linear system critic network converges to the solution of ARE, the control network converges to the optimal policy and the internal dynamics did not require to implement HDP. This method was applied for estimating the internal dynamics matrix of a gimbaled Inertial Navigation System. Furthermore, the estimation of gyroscopes random error filter was performed with precision.

REFERENCES

1. Meleshko, V.V, Initial Alignment in Inertial Navigation Systems, Kornichook Publishing, Kiev, (1999) (In Russian).
2. Kuznetsov, N.T, Inertial Navigation and optimal filtration, Mashinostroenie Publishing, Moscow, (1982) (In Russian).
3. Yong-Jin Shin, Jeong-Hwa Park, "Cheon-Joong Kim, Fast calibration technique for a gimbaled inertial navigation system", ICAS2002 Congress, (2002).
4. Wangxington, "Fast alignment and calibration algorithms for inertial navigation system", Agency for Defense, (2009).
5. Fu Z., "Experimental Research on the Identification of INS Platform Drift Error Parameters", Harbin Institute of Technology, (1999).
6. Yang L., "Rapid Auto calibration for the Errors of Inertial Platform", Institute of Beijing Control Device Beijing China, (2000).
7. Satish Nagarajaiah, System Identification,
8. Zhang Y., Zhang Z., Xu X., Hua H., "Modal parameter identification using response data only", *Journal of Sound and Vibration*, Volume 282, Issues 1-2, PP 367-380, (2005).
9. Al-Tamimi, A., Lewis, F.L., Abu-Khalaf, M., "Discrete-Time Nonlinear HJB Solution Using Approximate Dynamic Programming: Convergence Proof", *IEEE Transactions on Systems, Man, and Cybernetics*, Part B: Cybernetics, Vol: 38, Issue: 4, (2008).
10. Sutton, R. S., Barto, A. G., *Reinforcement Learning*, MIT press, Cambridge, MA, (1998).
11. Wang Y., "Model-Free H-Infinity Load-Frequency Controller Design for Power Systems", *IEEE 22nd International Symposium on Intelligent Control*, 10/(2007).
12. Liu, D., and H. Li. "Optimal control for discrete-time affine non-linear systems using general value iteration", *IET Control Theory and Applications*, (2012).
13. Van Der Veen, G., van Wingerden, J.W., Bergamasco, M., Lovera, M. and Verhaegen, M., "Closed-loop subspace identification methods: an overview," *Control Theory & Applications*, Vol.7, No. 10, (2013).
14. Bar-Itzhack, I.Y., Bermant, N., "Control theoretic approach to inertial navigation systems", *Journal of Guidance, Control, and Dynamics*, Vol. 11 (1988).