

Integrated Fault-tolerant Control for Close Formation Flight

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Abstract

This study investigates the position-tracking and attitude-tracking control problem of close formation flight with vortex effects under simultaneous actuator and sensor faults. On the basis of the estimated state and fault information from unknown input observers and relative output information from neighbors, an integration of decentralized fault-estimation and distributed fault-tolerant control is developed to deal with bidirectional interactions and to guarantee the asymptotic stability and H_∞ performance of close formations.

Index Terms

Decentralized fault estimation, distributed fault-tolerant control, bidirectional interactions, actuator and sensor faults, close formation flight.

I. INTRODUCTION

Formation control of unmanned aerial vehicles (UAVs) has gained considerable attention in recent years. Close formation flight (CFF) is defined as formation geometry with a lateral spacing that is less than a wingspan in between UAVs. Multiple UAVs that fly in a CFF pattern can achieve a significant reduction in power demand, thereby improving cruise performances, extending mileage and increasing payload via induced drag reduction[1], [2]. This drag reduction in CFF is due to beneficial wake-vortex encounters. A Lead UAV generates vortices that induce an up-wash on the wing and a side-wash on the vertical tail behind the Wing UAVs[3], [4]. Thus, positive effects can be obtained by specifying the close formation concept.

Various control approaches, such as adaptive control[5], sliding-mode control[6] and receding horizon control[7], have been introduced by studies that focused on CFF problems. Most of the results are based on CFF models that

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either linearize nonlinear dynamics or disregard the vortex effects. Additional aerodynamic coupling effects, six-dimensional CFF equations and proportional-integral formation-hold autopilots were established[8]. The literature indicates that research on nonlinear CFF has received little attention thus far. A decentralized robust control strategy was presented by using a high-gain observer for nonlinear CFF[9]. In addition, CFF problems only focused on the separated position-tracking[2], [10] or attitude-tracking issues[11]. Tracking control of roll dynamics in CFF was proposed by using H_∞ techniques to withstand lateral aerodynamical perturbations[11].

However, faults may occur in one or more UAVs. Such faults can cause undesirable performances or even lead to catastrophic results in CFF systems. Therefore, fault-tolerant formation control (FTFC) is required to guarantee the stability and satisfactory properties of CFF systems. Three fault types, namely, communication[12], [13], actuator[14]-[19] and sensor faults[20], [21], can be considered for CFF. An FTFC design for the formation flight of multiple UAVs was proposed to accommodate actuator faults on the basis of reference generator and finite-time convergence target[15]. Permanent and intermittent actuator faults were also dealt with by developing an FTFC scheme for UAV formation control[16]. On the one hand, most FTFC schemes in the literature are applied to counteract separated communication, actuator or sensor faults, and the problem of coping with simultaneous actuator and sensor faults in UAV formation flight should be investigated. On the other hand, aside from the fact that previous works[15],[22]-[26] have only focused on separated fault estimation (FE) and fault-tolerant control (FTC) protocols, the presented control schemes have not considered the bidirectional interactions between FE and FTC systems and the direct application of estimated fault information from FE to FTC systems. Lan and Patton[27], [28] proposed integrated FE and FTC protocols for uncertain systems in the presence of Lipschitz nonlinearities, disturbances and simultaneous actuator and sensor faults. That work simultaneously handled the effects of mutual couplings from the disturbances and nonlinearities between FE and FTC systems. Furthermore, their approaches[27], [28] used the so-called integrated FE/FTC design, which is known as a decentralized structure[20]. This integrated FE/FTC design cannot be applied in distributed formation control due to mechanical interconnections and restricted topology problem in practical applications. The distributed control designs[14], [17], [19],[29]-[32] were equipped with information interactions from their coupled neighbors and had the advantages of low cost and easy implementation. The consensus formation protocol in [17] only required the neighbors' relative information, whereas the FTC protocol in [19] needed both its own information and the information of its neighbors to construct a local FTFC approach in a fully distributed fashion. A distributed FTC strategy was previously proposed on the basis of adaptive approximations and local-state information for nonlinear uncertain interconnected systems[29]. Therefore, how to develop an integrated FE and FTC design with bidirectional interactions in a distributed fashion for CFF systems, in the presence of simultaneous actuator and sensor faults, is a challenging topic.

The major contributions of this study can be summarized as follows. (i) The nonlinear CFF modeling with vortex effects and simultaneous actuator and sensor fault modeling are proposed. Feasible reference models in [15], [24] are not required, instead, a strategic H_∞ design is needed in CFF systems. (ii) The proposed unknown input observers in the decentralized FE system are developed to estimate the faults and states without prior information requirements on the basis of previous works[27], [28]. The FE design does not require the bounds of the parametric system uncertainties[17], [24] and faults[32] nor any global knowledge about communication

topology[17]. (iii) This study considers the integration of decentralized FE and distributed FTC protocols compared with the globally decentralized FE/FTC structure[27], [28]. The bidirectional interactions between FE and FTC systems are also considered. Furthermore, unlike FTC designs based on local state information[29] or estimated fault information[17], [24], [31], the proposed FTC protocol is implemented in a fully distributed manner based on the estimated information in the FE system and on the output information of the neighbors.

The remainder of this paper is organized as follows: in Section II, the model description and system formulation are introduced. Section III is devoted to the decentralized FE design. Two types of distributed control schemes including the separated and integrated FE/FTC designs are presented in Section IV to achieve the good tracking of attitude and position commands. Simulation in Section V validates the efficiency of the proposed control algorithm. Finally, conclusions follow in Section VI.

Notations: The symbol \dagger denotes the pseudo inverse, \otimes denotes the kronecker product, $\text{He}(X) = X + X^T$, and \star represents the symmetric part of the specific matrix.

Graph theory: An undirected graph \mathcal{G} is a pair (ν, ς) , where $\nu = \{\nu_1, \dots, \nu_N\}$ is a nonempty finite set of nodes and $\varsigma \subseteq \nu \times \nu$ is a set of edges. The edge (ν_i, ν_j) is denoted as a pair of distinct nodes (i, j) . A graph is said to be undirected with the property $(\nu_i, \nu_j) \in \varsigma$ that signifies $(\nu_j, \nu_i) \in \varsigma$ for any $\nu_i, \nu_j \in \nu$. Node j is called a neighbor of node i if $(\nu_i, \nu_j) \in \varsigma$. The set of neighbors of node i is denoted as $\mathcal{N}_i = \{j \mid (\nu_i, \nu_j) \in \varsigma\}$. The adjacency matrix $\mathcal{A} = [a_{ij}]_{N \times N}$ is represented as the graph topology. a_{ij} is the weight coefficient of the edge (ν_i, ν_j) and $a_{ii} = 0, a_{ij} = 1$ if $(\nu_i, \nu_j) \in \varsigma$, otherwise $a_{ij} = 0$. The Laplacian matrix $\mathcal{L} = [l_{ij}]_{N \times N}$ is defined as $l_{ij} = \sum_{i \neq j} a_{ij}$ and $l_{ij} = -a_{ij}, i \neq j$.

II. MODEL DESCRIPTION AND SYSTEM FORMULATION

In this section, the CFF modeling including formation-hold autopilots, kinematics, and aerodynamic coupling vortex effects are effectively established. The simultaneous actuator and sensor fault modeling in the longitudinal, lateral and vertical directions are further introduced.

A. Close formation modeling

It is first envisaged that the Lead UAV is equipped with the Mach, Heading and Altitude hold autopilots, respectively[8].

$$\begin{aligned} \dot{v}_0 &= -\frac{1}{\tau_v} v_0 + \frac{1}{\tau_v} v_{0c} \\ \ddot{\psi}_0 &= -\left(\frac{1}{\tau_{\psi a}} + \frac{1}{\tau_{\psi b}}\right) \dot{\psi}_0 - \frac{1}{\tau_{\psi a} \tau_{\psi b}} \psi_0 + \frac{1}{\tau_{\psi a} \tau_{\psi b}} \psi_{0c} \\ \ddot{h}_0 &= -\left(\frac{1}{\tau_{ha}} + \frac{1}{\tau_{hb}}\right) \dot{h}_0 - \frac{1}{\tau_{ha} \tau_{hb}} h_0 + \frac{1}{\tau_{ha} \tau_{hb}} h_{0c} \end{aligned} \quad (1)$$

where v_0, ψ_0 and h_0 are the Lead's velocity, heading angle and altitude respectively, v_{0c}, ψ_{0c} and h_{0c} denote the reference inputs, $\tau_v, \tau_{\psi a}, \tau_{\psi b}, \tau_{ha}$ and τ_{hb} are constant parameters.

According to the property of the Coriolis equation, the velocity of the Lead UAV in the Wing-frame is described as

$$v_{wl}^W = v_l^W - \omega_w^W \times R_{wl}^W - v_w^W + \omega_w^W \times R_w^W \quad (2)$$

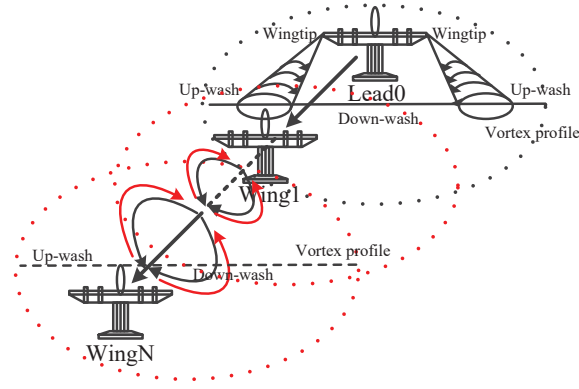


Fig. 1. Close formation geometry with vortex effects and undirected graph.

where v, ω and R denote the velocity, angular velocity and position, respectively. The superscript W represents the Wing-frame and the subscripts l and w refer to the Lead and Wing UAVs, respectively. The vectors (2) in the longitudinal, lateral and vertical directions are represented as

$$\omega_w^W = \begin{bmatrix} 0 \\ 0 \\ \dot{\psi}_w \end{bmatrix}, R_{wl}^W = \begin{bmatrix} x^W \\ y^W \\ z^W \end{bmatrix}, v_w^W = \begin{bmatrix} v_w \\ 0 \\ 0 \end{bmatrix}, v_l^L = \begin{bmatrix} v_l \\ 0 \\ 0 \end{bmatrix}, R_w^W = \begin{bmatrix} 0 \\ 0 \\ 0 \end{bmatrix} \quad (3)$$

where x^W, y^W and z^W denote the relative separations between the Lead and Wing UAVs in the Wing-frame. Furthermore, the velocity of the Lead UAV in the Wing-frame is given by $v_l^W = C^{WL} v_l^L$ with the rotation matrix C^{WL} from the Lead-frame to the Wing-frame in the following form:

$$C^{WL} = \begin{bmatrix} \cos(\psi_l - \psi_w) & -\sin(\psi_l - \psi_w) & 0 \\ \sin(\psi_l - \psi_w) & \cos(\psi_l - \psi_w) & 0 \\ 0 & 0 & 1 \end{bmatrix} \quad (4)$$

On substituting (3) and (4) into (2), the nonlinear kinematics in the three directions are given by

$$\begin{aligned} \dot{x}^W &= v_l \cos(\psi_l - \psi_w) + \dot{\psi}_w y^W - v_w \\ \dot{y}^W &= v_l \sin(\psi_l - \psi_w) - \dot{\psi}_w x^W \\ \dot{z}^W &= 0 \end{aligned} \quad (5)$$

The flight control of the Wing UAV is essential to be accommodated in close formation geometry to account for aerodynamic coupling vortices from up-washes and side-washes of the Lead UAV. Here, the stability derivatives $\Delta C_{D_w}, \Delta C_{L_w}$ and ΔC_{S_w} in the Wing's drag, lift and side force are modeled in the following forms[8], [23]:

$$\begin{aligned} \Delta C_{D_w} &= -\frac{2C_{L_l}C_{L_w}}{\pi^3 A_R} \ln \left(\frac{\bar{y}^2 + \bar{z}^2}{(\bar{y} - \pi/4)^2 + \bar{z}^2} \cdot \frac{\bar{y}^2 + \bar{z}^2}{(\bar{y} + \pi/4)^2 + \bar{z}^2} \right) \\ \Delta C_{L_w} &= \frac{2a_w C_{L_l}}{\pi^3 A_R} \ln \left(\frac{\bar{y}^2 + \bar{z}^2}{(\bar{y} - \pi/4)^2 + \bar{z}^2} \cdot \frac{\bar{y}^2 + \bar{z}^2}{(\bar{y} + \pi/4)^2 + \bar{z}^2} \right) \\ \Delta C_{S_w} &= \frac{\eta S_{vt} a_{vt} C_{L_l} b}{2\pi^2 A_R S h_z} \ln \left(\frac{(\bar{y} - \pi/8)^2 + \bar{z}^2}{(\bar{y} - \pi/8)^2 + (\bar{z} + h_z/b)^2} \cdot \frac{(\bar{y} + \pi/8)^2 + (\bar{z} + h_z/b)^2}{(\bar{y} + \pi/8)^2 + \bar{z}^2} \right) \end{aligned} \quad (6)$$

where $\bar{y} = y^W/b$ and $\bar{z} = z^W/b$, C_{L_l} and C_{L_w} denote the lift coefficients of the Lead and Wing UAVs, a_w and a_{vt} denote the lift curve slopes of the wing and vertical tail, A_R is the aspect ratio of the wing, η is the aerodynamic

efficiency factor of the tail, S_{vt} is the area of the vertical tail, b is the wing span, and h_z is the height of the vertical tail.

The existing vortices from the Lead UAV can reduce the induced drag and increase the lift of the Wing UAV in the close formation geometry as shown in Figure 1. To achieve the minimal drag and maximum lift for fuel saving, it is determined that the derivatives of the stabilities are given by

$$\frac{d\Delta C_{D_w}}{d\bar{y}} = \frac{d\Delta C_{D_w}}{d\bar{z}} = 0, \frac{d\Delta C_{L_w}}{d\bar{y}} = \frac{d\Delta C_{L_w}}{d\bar{z}} = 0 \quad (7)$$

and hence it can be shown that the optimal separations between the Lead and Wing UAVs are $\bar{y} = \pm\pi/4$ and $\bar{z} = 0$ in solving the equality constraints (7). To determine the changes in the drag, lift and side force, linearization is performed on the basis of the optimal close formation geometry with the relative separations in the lateral and vertical directions as $\bar{y} = \pi/4$ and $\bar{z} = 0$.

$$\begin{aligned} p_{D_{wy}} &= \frac{\partial \Delta C_{D_w}}{\partial \bar{y}} \Big|_{(\bar{y} = \pi/4, \bar{z} = 0)} = -\frac{24C_{L_l}C_{L_w}}{\pi^4 A_R} \\ p_{L_{wy}} &= \frac{\partial \Delta C_{L_w}}{\partial \bar{y}} \Big|_{(\bar{y} = \pi/4, \bar{z} = 0)} = \frac{24a_w C_{L_l}}{\pi^4 A_R} \\ p_{S_{wy}} &= \frac{\partial \Delta C_{S_w}}{\partial \bar{y}} \Big|_{(\bar{y} = \pi/4, \bar{z} = 0)} = \frac{\eta S_{vt} a_{vt} h_z C_{L_l} \mu_1}{4\pi A_R S b} \\ p_{S_{wz}} &= \frac{\partial \Delta C_{S_w}}{\partial \bar{z}} \Big|_{(\bar{y} = \pi/4, \bar{z} = 0)} = -\frac{\eta S_{vt} a_{vt} C_{L_l} \mu_2}{A_R S} \end{aligned} \quad (8)$$

where

$$\mu_1 = \frac{1}{(\pi^2/64)(\pi^2/64+h_z^2/b^2)} - \frac{3}{(9\pi^2/64)(9\pi^2/64+h_z^2/b^2)}, \mu_2 = \frac{512b^4}{(\pi^2 b^2 + 64h_z^2)(9\pi^2 b^2 + 64h_z^2)}$$

and $\partial \Delta C_{D_w} / \partial \bar{z} = \partial \Delta C_{L_w} / \partial \bar{z} \Big|_{(\bar{y} = \pi/4, \bar{z} = 0)} = 0$.

On the basis of the formation-hold autopilots of the Lead UAV (1) and the optimal stability derivatives (8), the formation-hold autopilots of the i -th Wing UAV in-line ($i = 1, \dots, N$) as shown in Figure 1 are represented as

$$\begin{aligned} \dot{v}_i &= -\frac{1}{\tau_v} v_i + \frac{1}{\tau_v} v_{ic} + \frac{qS}{m} \sum_{k=1}^i p_{D_{wy}} y_{k,k-1} \\ \dot{\psi}_i &= -\left(\frac{1}{\tau_{\psi_a}} + \frac{1}{\tau_{\psi_b}}\right) \dot{\psi}_i - \frac{1}{\tau_{\psi_a} \tau_{\psi_b}} \psi_i + \frac{1}{\tau_{\psi_a} \tau_{\psi_b}} \psi_{ic} + \frac{qS}{m} \sum_{k=1}^i (p_{S_{wy}} y_{k,k-1} + p_{S_{wz}} z_{k,k-1}) \\ \dot{h}_i &= -\left(\frac{1}{\tau_{h_a}} + \frac{1}{\tau_{h_b}}\right) \dot{h}_i - \frac{1}{\tau_{h_a} \tau_{h_b}} h_i + \frac{1}{\tau_{h_a} \tau_{h_b}} h_{ic} + \frac{qS}{m} \sum_{k=1}^i p_{L_{wy}} y_{k,k-1} \end{aligned} \quad (9)$$

where $y_{i,i-1}$ and $z_{i,i-1}$ denote the relative separations between the i -th UAV and the $(i-1)$ -th UAV in the lateral and vertical directions, q is the dynamic pressure, S is the surface area of the elliptical wing, and m is the total mass of each UAV.

Define the errors $x_{ei} = x_c - x_{i,i-1}$, $y_{ei} = y_c - y_{i,i-1}$, $z_{ei} = z_c - z_{i,i-1}$, $v_{ei} = v_{i-1} - v_i$, and $\psi_{ei} = \psi_{i-1} - \psi_i$, $i = 1, \dots, N$, where x_c , y_c and z_c denote the optimal separations, and $x_{i,i-1}$ denotes the relative separation in the longitudinal direction. Furthermore, define $\xi_{i,i-1} = \dot{z}_{i,i-1} = \dot{h}_i - \dot{h}_{i-1}$. On the basis of the optimal separations x_c and y_c , and trimming velocity v_c , the kinematics of the i -th UAV in-line can be rewritten as

$$\begin{aligned} \dot{x}_{i,i-1} &= v_c \cos \psi_{ei} + \dot{\psi}_i y_c - v_i \\ \dot{y}_{i,i-1} &= v_c \sin \psi_{ei} - \dot{\psi}_i x_c \\ \dot{\xi}_{i,i-1} &= -\left(\frac{1}{\tau_{h_a}} + \frac{1}{\tau_{h_b}}\right) \xi_{i,i-1} - \frac{1}{\tau_{h_a} \tau_{h_b}} z_{i,i-1} + \frac{1}{\tau_{h_a} \tau_{h_b}} (h_{ic} - h_{(i-1)c}) + \frac{qS}{m} p_{L_{wy}} y_{i,i-1} \end{aligned} \quad (10)$$

Remark 2.1: (i) The vortex effects are difficult to measure and model. The strongly nonlinear and coupling characteristics in CFF can be represented by nonlinear but linearly parameterized functions [5], [8] or be treated as unknown functions in a nonparametric form [9]. Real-time accurate knowledge of the aerodynamic effects in CFF

is generally unavailable; thus, linearization based on the optimal CFF geometry is used in this study. (ii) Unlike the directed networks communicating with one preceding UAV through sensors[9], black and red arrows in Figure 1 show the undirected data transmission amongst the neighboring Wing UAVs (e.g., interval position, velocity, heading angle and angular velocity information).

B. Simultaneous actuator and sensor fault modeling

Define the input vectors u_{iX} , u_{iY} and u_{iZ} , state vectors x_{iX} , x_{iY} and x_{iZ} , output vectors y_{iX} , y_{iY} and y_{iZ} , system uncertainties d_{iX} , d_{iY} and d_{iZ} , and nonlinear item $g(x_{iY})$ for the Mach, Heading and Altitude hold autopilots, i.e., (X, Y, Z) channels in the longitudinal, lateral and vertical directions.

$$\begin{aligned}
 u_{iX} &= v_{ic}, u_{iY} = \psi_{ic}, u_{iZ} = h_{ic} \\
 x_{iX} &= [x_{i,i-1} \ x_{ei}/s \ v_i \ v_{ei}/s]^T, x_{iY} = [y_{i,i-1} \ y_{ei}/s \ \psi_i \ \psi_{ei}/s \ \dot{\psi}_i]^T, x_{iZ} = [z_{i,i-1} \ \xi_{i,i-1} \ z_{ei}/s]^T \\
 d_{iX} &= [x_c \ v_{i-1} \ \sum_{k=1}^i y_{k,k-1} \ \dot{\psi}_i \ \cos\psi_{ei}]^T, d_{iY} = [y_c \ \psi_{i-1} \ \sum_{k=1}^i z_{k,k-1} \ \sum_{k=1}^i y_{k,k-1}]^T \\
 d_{iZ} &= [h_{(i-1)c} \ z_c \ y_{i,i-1}]^T \\
 y_{iX} &= [x_{i,i-1} \ v_i]^T, y_{iY} = [y_{i,i-1} \ \psi_i \ \dot{\psi}_i]^T, y_{iZ} = z_{i,i-1}, g(x_{iY}) = [v_c \sin\psi_{ei} \ 0 \ 0 \ 0 \ 0]^T
 \end{aligned} \tag{11}$$

Assume that each UAV suffers from additive actuator and sensor faults, the dynamic models of the i -th UAV in-line ($i = 1, \dots, N$) in the X, Y and Z channels are described as

$$\begin{aligned}
 \dot{x}_{iX} &= A_X x_{iX} + B_X (u_{iX} + f_{vi}^a) + D_X d_{iX} \\
 y_{iX} &= C_X x_{iX} + F_{sX} f_{iX}^s
 \end{aligned} \tag{12}$$

$$\begin{aligned}
 \dot{x}_{iY} &= A_Y x_{iY} + B_Y (u_{iY} + f_{\psi i}^a) + D_Y d_{iY} + g(x_{iY}) \\
 y_{iY} &= C_Y x_{iY} + F_{sY} f_{iY}^s
 \end{aligned} \tag{13}$$

$$\begin{aligned}
 \dot{x}_{iZ} &= A_Z x_{iZ} + B_Z (u_{iZ} + f_{hi}^a + f_{h(i-1)}^a) + D_Z d_{iZ} \\
 y_{iZ} &= C_Z x_{iZ} + F_{sZ} f_{iZ}^s
 \end{aligned} \tag{14}$$

where scalars f_{vi}^a , $f_{\psi i}^a$ and f_{hi}^a denote the additive actuator faults of the i -th UAV in the X, Y and Z input channels, $f_{h(i-1)}^a$ denotes the additive actuator fault of the $(i-1)$ -th UAV in the Z input channel, $f_{iX}^s \in R^{q_{X_i}}$, $f_{iY}^s \in R^{q_{Y_i}}$ and $f_{iZ}^s \in R^{q_{Z_i}}$ denote the sensor faults in the output channels. Matrices $A_X, B_X, D_X, A_Y, B_Y, D_Y, A_Z, B_Z$ and D_Z are appropriate gains under specific flight conditions in (9) and (10). Matrices $C_X, F_{sX}, C_Y, F_{sY}, C_Z$ and F_{sZ} are of known and appropriate dimensions.

Remark 2.2: (i) It is verified that the close formation systems (12)-(14) are controllable and observable. (ii) The physical meaning of actuator fault is the deviation of the reference control input. These actuator faults f_{vi}^a , $f_{\psi i}^a$ and f_{hi}^a may cause additive disturbances in the low-level autopilot's response to velocity, heading angle and altitude commands v_{ic} , ψ_{ic} and h_{ic} in CFF. The physical meaning of sensor fault refers to the deviation of the sensor output, such as the position errors $x_{i,i-1}$, $y_{i,i-1}$ and $z_{i,i-1}$ by GPS measuring, the heading angle ψ_i and heading angular acceleration $\dot{\psi}_i$ errors. The control surface actuator faults and the sensor errors caused by hardware or cyber attacks

are not considered herein. (iii) The nonlinear term $g(x_{iY})$ in the Y channel of the i -th UAV in-line satisfies the Lipschitz constraint, i.e., $\|g(x_{iY}) - g(x)\| \leq L_g \|x_{iY} - x\|$, where $L_g = v_c$ is the Lipschitz constant. Moreover, the initial condition $g(0) = 0$ is assumed for simplicity.

Definition 2.1[33]: Let $\gamma > 0$ and $\epsilon > 0$ be given constants, the closed-loop system can achieve a H_∞ performance index no larger than γ , i.e., $\|G_{zd}\| < \gamma$ if the following form holds:

$$\int_0^\infty z^T(t) z(t) dt \leq \gamma^2 \int_0^\infty d^T(t) d(t) dt + \epsilon \quad (15)$$

Lemma 2.1[34]: There exists a zero eigenvalue for the Laplacian matrix \mathcal{L} with 1_N as a corresponding right eigenvector and all nonzero eigenvalues have positive real parts in the undirected graph \mathcal{G} . Assume that λ_i denotes the i -th eigenvalue of \mathcal{L} , thus, $0 = \lambda_1 < \lambda_2 \leq \dots \leq \lambda_N$. Furthermore, if $1_N^T X = 0$, then $X^T \mathcal{L} X \geq \lambda_2 X^T X$.

Control objective: This study aims to stabilize the dynamics of the i -th UAV in-line (12)-(14) in the X, Y and Z channels through an FE/FTC design involving (i) the decentralized FE protocol to estimate the state and fault information, and (ii) the distributed FTC protocol based on estimated information and relative output information of neighbors. Furthermore, the proposed controllers in CFF models are developed so that the Wing UAV's velocity, heading angle to track with the relative signals of the Lead UAV and separations in the longitudinal, lateral and vertical directions are invariable while the Lead UAV is being maneuvered.

III. DECENTRALIZED FAULT ESTIMATION DESIGN

Define the extended states and system uncertainties as

$$\begin{aligned} \bar{x}_{iX} &= \begin{bmatrix} x_{iX} \\ f_{vi}^a \\ f_{iX}^s \end{bmatrix}, \bar{x}_{iY} = \begin{bmatrix} x_{iY} \\ f_{\psi i}^a \\ f_{iY}^s \end{bmatrix}, \bar{x}_{iZ} = \begin{bmatrix} x_{iZ} \\ f_{hi}^a \\ f_{h(i-1)}^a \\ f_{iZ}^s \end{bmatrix} \\ \bar{d}_{iX} &= \begin{bmatrix} d_{iX} \\ \dot{f}_{vi}^a \\ \dot{f}_{iX}^s \end{bmatrix}, \bar{d}_{iY} = \begin{bmatrix} d_{iY} \\ \dot{f}_{\psi i}^a \\ \dot{f}_{iY}^s \end{bmatrix}, \bar{d}_{iZ} = \begin{bmatrix} d_{iZ} \\ \dot{f}_{hi}^a \\ \dot{f}_{h(i-1)}^a \\ \dot{f}_{iZ}^s \end{bmatrix} \end{aligned} \quad (16)$$

and augment the dynamics of the i -th UAV (12)-(14) into

$$\begin{aligned} \dot{\bar{x}}_{ij} &= \bar{A}_j \bar{x}_{ij} + \bar{B}_j u_{ij} + \bar{D}_j \bar{d}_{ij} \\ y_{ij} &= \bar{C}_j \bar{x}_{ij}, j = X, Z \end{aligned} \quad (17)$$

$$\begin{aligned} \dot{\bar{x}}_{iY} &= \bar{A}_Y \bar{x}_{iY} + \bar{B}_Y u_{iY} + \bar{D}_Y \bar{d}_{iY} + \bar{g} (A_0 \bar{x}_{iY}) \\ y_{iY} &= \bar{C}_Y \bar{x}_{iY} \end{aligned} \quad (18)$$

where the gain matrices are described as

$$\begin{aligned} \bar{A}_X &= \begin{bmatrix} A_X & B_X & 0_{4 \times q_{X_i}} \\ 0_{(1+q_{X_i}) \times 4} & 0_{(1+q_{X_i}) \times 1} & 0_{(1+q_{X_i}) \times q_{X_i}} \end{bmatrix}, \bar{A}_Y = \begin{bmatrix} A_Y & B_Y & 0_{5 \times q_{Y_i}} \\ 0_{(1+q_{Y_i}) \times 5} & 0_{(1+q_{Y_i}) \times 1} & 0_{(1+q_{Y_i}) \times q_{Y_i}} \end{bmatrix} \\ \bar{A}_Z &= \begin{bmatrix} A_Z & B_Z & B_Z & 0_{3 \times q_{Z_i}} \\ 0_{(2+q_{Z_i}) \times 3} & 0_{(2+q_{Z_i}) \times 1} & 0_{(2+q_{Z_i}) \times 1} & 0_{(2+q_{Z_i}) \times q_{Z_i}} \end{bmatrix} \\ \bar{B}_X &= \begin{bmatrix} B_X \\ 0_{(1+q_{X_i}) \times 1} \end{bmatrix}, \bar{B}_Y = \begin{bmatrix} B_Y \\ 0_{(1+q_{Y_i}) \times 1} \end{bmatrix}, \bar{B}_Z = \begin{bmatrix} B_Z \\ 0_{(2+q_{Z_i}) \times 1} \end{bmatrix}, \bar{g}(A_0 \bar{x}_{iY}) = \begin{bmatrix} g(x_{iY}) \\ 0_{(1+q_{Y_i}) \times 1} \end{bmatrix} \\ \bar{D}_X &= \text{diag}(D_Z, 1, I_{q_{X_i}}), \bar{C}_X = [C_X \ 0 \ F_{sX}] \\ \bar{D}_Y &= \text{diag}(D_Y, 1, I_{q_{Y_i}}), \bar{C}_Y = [C_Y \ 0 \ F_{sY}] \\ \bar{D}_Z &= \text{diag}(D_Z, 1, 1, I_{q_{Z_i}}), \bar{C}_Z = [C_Z \ 0 \ 0 \ F_{sZ}] \end{aligned}$$

and $A_0 = [I_5 \ 0_{5 \times (1+q_{Y_i})}]$. Furthermore, the subscript j represents the X and Z channels, respectively.

The augmented dynamics (17) is the special case of the dynamics (18) when $\bar{g}(A_0 \bar{x}_{iY}) = [0_{1 \times 5} \ 0_{1 \times 1} \ 0_{1 \times q_{Y_i}}]^T$ is satisfied. Furthermore, given the accessible output information rather than the state information in the real-time applications, the dynamics (18) is taken into consideration. Thus, the state \bar{x}_{iY} of the i -th dynamic UAV model in the Y channel needs to be estimated by the i -th unknown input observer in the decentralized fashion, which means that the designed observer only requires the information from the corresponding UAV rather than its neighboring observers.

$$\begin{aligned} \dot{z}_{iY} &= M_Y z_{iY} + G_Y u_{iY} + J_Y y_{iY} + \Gamma_Y \bar{g}(A_0 \hat{x}_{iY}) \\ \hat{\dot{x}}_{iY} &= z_{iY} + H_Y y_{iY} \end{aligned} \quad (19)$$

where $z_{iY} \in R^{6+q_{Y_i}}$ is the state of the i -th unknown input observer, $\hat{x}_{iY} = [\hat{x}_{iY}^T, \hat{f}_{\psi_i}^a, \hat{f}_{iY}^s]^T$ is the estimate of the extended state \bar{x}_{iY} in the Y channel, \hat{x}_{iY} , $\hat{f}_{\psi_i}^a$ and \hat{f}_{iY}^s are the estimates of the respective state x_{iY} , the actuator fault $f_{\psi_i}^a$, and the sensor fault f_{iY}^s . Matrices M_Y, G_Y, J_Y and H_Y are of appropriate dimensions to be derived. Furthermore, define the estimation error as $e_{iY} = \bar{x}_{iY} - \hat{x}_{iY} = [e_{iY}^x \ e_{iY}^a \ e_{iY}^s]^T$ with $e_{iY}^x = x_{iY} - \hat{x}_{iY}$, $e_{iY}^a = f_{\psi_i}^a - \hat{f}_{\psi_i}^a$, and $e_{iY}^s = f_{iY}^s - \hat{f}_{iY}^s$. Then, matrices Γ_Y and J_Y are defined as $\Gamma_Y = I_{6+q_{Y_i}} - H_Y \bar{C}_Y$ and $J_Y = J_{1Y} + J_{2Y}$ in order to decouple the effects of states, system uncertainties and nonlinear items.

$$\begin{aligned} \dot{e}_{iY} &= (\Gamma_Y \bar{A}_Y - J_{1Y} \bar{C}_Y) e_{iY} + (\Gamma_Y \bar{B}_Y - G_Y) u_{iY} + ((\Gamma_Y \bar{A}_Y - J_{1Y} \bar{C}_Y) H_Y - J_{2Y}) y_{iY} \\ &\quad + \Gamma_Y \bar{D}_Y \bar{d}_{iY} + (\Gamma_Y \bar{A}_Y - J_{1Y} \bar{C}_Y - M_Y) z_{iY} + \Gamma_Y \bar{g}(A_0 \bar{x}_{iY}) - \Gamma_Y \bar{g}(A_0 \hat{x}_{iY}) \end{aligned} \quad (20)$$

Then, with the following equation constraints

$$M_Y \text{ is Hurwitz} \quad (21)$$

$$\Gamma_Y \bar{A}_Y - J_{1Y} \bar{C}_Y = M_Y \quad (22)$$

$$(\Gamma_Y \bar{A}_Y - J_{1Y} \bar{C}_Y) H_Y = J_{2Y} \quad (23)$$

$$\Gamma_Y \bar{B}_Y = G_Y \quad (24)$$

the i -th estimation error dynamics are obtained as

$$\dot{e}_{iY} = M_Y e_{iY} + \Gamma_Y \bar{D}_Y \bar{d}_{iY} + \Gamma_Y \Delta \bar{g}_i \quad (25)$$

where $\Delta\bar{g}_i = \bar{g}(A_0\bar{x}_{iY}) - \bar{g}(A_0\hat{x}_{iY})$.

The designed matrices M_Y, G_Y and J_{2Y} can be obtained with the derived matrices J_{1Y} and H_Y . Furthermore, define $e_Y = [e_{1Y}^T, \dots, e_{NY}^T]^T, \bar{d}_Y = [\bar{d}_{1Y}^T, \dots, \bar{d}_{NY}^T]^T$, and $\Delta\bar{g} = [\Delta\bar{g}_1^T, \dots, \Delta\bar{g}_N^T]^T$ with $\bar{x}_Y = [\bar{x}_{1Y}^T, \dots, \bar{x}_{NY}^T]^T$ and $\hat{x}_Y = [\hat{x}_{1Y}^T, \dots, \hat{x}_{NY}^T]^T$, and it follows that

$$\dot{e}_Y = (I_N \otimes (\Gamma_Y \bar{A}_Y - J_{1Y} \bar{C}_Y)) e_Y + (I_N \otimes \Gamma_Y \bar{D}_Y) \bar{d}_Y + (I_N \otimes \Gamma_Y) \Delta\bar{g} \quad (26)$$

Here, a sufficient condition for the existence of a robust unknown input observer (19) is given.

Theorem 3.1: There exists a robust unknown input observer (19) if the estimation error system (25) is robustly asymptotically stable with the constraints in (21)-(24).

Proof: With the definitions in (21)-(24), the estimation error system (25) is equivalent to the original estimation error dynamics (20). Hence, if (25) is robustly asymptotically stable, then (20) is also robustly asymptotically stable, indicating that $\lim_{t \rightarrow \infty} e_{iY} = 0$ in the presence of system uncertainties and nonlinear items. Furthermore, the objective of obtaining the unknown input observer is to design H_Y and J_{1Y} such that (26) is robustly asymptotically stable.

Remark 3.1: (i) The i -th estimation error dynamics can be completely decoupled when the terms $\Gamma_Y \bar{D}_Y \bar{d}_{iY} = 0$ and $\Gamma_Y \Delta\bar{g}_i = 0$ are satisfied. The Hurwitz condition of the matrix M_Y ensures that (26) is robustly asymptotically stable. However, (25) and (26) show that the FE performance is influenced by the system uncertainty \bar{d}_{iY} and the nonlinear error $\Delta\bar{g}_i$. (ii) The prior information of the nonlinear error $\Delta\bar{g}_i$ and actuator and sensor faults in the system uncertainty \bar{d}_{iY} is not required in this study. This positive effect is evident compared with the assumptions of bounded system uncertainties and nonlinearities[17], [24], [32]. (iii) Unlike the Luenberger observer, which generates residual signals and fault estimators to detect, isolate and estimate the faults[20], unknown input observers are proposed in this study. The system uncertainty \bar{d}_{iY} and the nonlinear error $\Delta\bar{g}_i$ can be dealt with instead of being decoupled by the following separated and integrated FE/FTC strategies.

IV. DISTRIBUTED FAULT-TOLERANT CONTROL DESIGN

In this section, the undirected topology \mathcal{G} in Figure 1 implies that each Wing UAV in-line can receive the relative output information rather than the state information of its neighboring Wing UAVs. On the basis of the estimated information in the unknown input observers (19) and the relative output information of neighbors, two distributed protocols are put forward, namely, the separated FE/FTC and the integrated FE/FTC designs.

Consider that the Y channel represents the general description, the distributed fault-tolerant controller for the i -th UAV in the lateral direction is designed as

$$u_{iY} = -K_Y \hat{x}_{iY} - g_Y K_{gY} \sum_{j=1}^N a_{ij} (y_{iY} - F_{sY} \hat{f}_{iY}^s - y_{jY} + F_{sY} \hat{f}_{jY}^s) \quad (27)$$

where $K_Y = [K_{xY} \ 1 \ 0_{1 \times q_{Yi}}]$ denotes the augmented gain with the state feedback gain $K_{xY} \in R^{1 \times 5}$, a_{ij} denotes the (i, j) -th entry of the adjacency matrix \mathcal{A} , $K_{gY} \in R^{1 \times 3}$ denotes the distributed gain and g_Y is a positive scalar.

Then, the closed-loop system (13) is rewritten as

$$\begin{aligned} \dot{x}_{iY} &= (A_Y - B_Y K_{xY}) x_{iY} + B_Y K_Y e_{iY} + g(x_{iY}) + D_Y d_{iY} \\ &\quad - g_Y B_Y K_{gY} \sum_{j=1}^N a_{ij} (C_Y(x_{iY} - x_{jY}) + F_{sY}(e_{iY}^s - e_{jY}^s)) \end{aligned} \quad (28)$$

A. Separated FE and FTC design

Note that the estimation errors in the decentralized FE system are not considered in the following separated FTC system, thus the corresponding FTC system (28) with the distributed controller (27) is derived as

$$\begin{cases} \dot{x}_Y = (I_N \otimes (A_Y - B_Y K_{xY}) - g_Y \mathcal{L} \otimes B_Y K_{gY} C_Y) x_Y + (I_N \otimes D_Y) d_Y + g(x_Y) \\ z_{Y1} = C_{xY} x_Y \end{cases} \quad (29)$$

where $d_Y = [d_{1Y}^T, \dots, d_{NY}^T]^T$, $x_Y = [x_{1Y}^T, \dots, x_{NY}^T]^T$ and $g(x_Y) = [g(x_{1Y})^T, \dots, g(x_{NY})^T]^T$, $z_{Y1} \in R^{r_{Y1}N}$ is the accessible output in order to verify the separated FTC performance with the matrix $C_{xY} \in R^{r_{Y1}N \times 5N}$, \mathcal{L} is the Laplacian matrix corresponding to the undirected graph \mathcal{G} . Hence, the objective of the separated FTC design is to devise the state feedback gain K_{xY} and the distributed gain K_{gY} to guarantee the robust stability of the separated FTC system (29).

Theorem 4.1: Given positive scalars γ_1 and ε_{Y1} , matrix $C_{xY0} \in R^{r_{Y1} \times 5}$, the separated FTC system (29) with the distributed controller (27) is stable with the H_∞ performance $\|G_{z_{Y1}d_Y}\| < \gamma_1$, if there exists a symmetric positive-definite matrix $Q_{Y0} \in R^{5 \times 5}$, and matrices $X_1 \in R^{1 \times 5}$ and $X_2 \in R^{1 \times 3}$ such that

$$\begin{bmatrix} \Omega_1 & I_N \otimes Q_{Y0} D_Y & I_N \otimes Q_{Y0} & I_N \otimes C_{xY0}^T \\ \star & -\gamma_1^2 I_{4N} & 0 & 0 \\ \star & \star & -\varepsilon_{Y1} I_{5N} & 0 \\ \star & \star & \star & -I_{r_{Y1}N} \end{bmatrix} < 0 \quad (30)$$

with $\Omega_1 = I_N \otimes \text{He}(Q_{Y0} A_Y - B_Y X_1) + \varepsilon_{Y1} L_g^2 I_{5N} - \mathcal{L} \otimes \text{He}(g_Y B_Y X_2 C_Y)$. Then, the state feedback gain is given by $K_{xY} = \hat{Q}_{Y0}^{-1} X_1$, and the distributed gain is given by $K_{gY} = \hat{Q}_{Y0}^{-1} X_2$ with $Q_{Y0} B_Y = B_Y \hat{Q}_{Y0}$.

Proof: Consider a Lyapunov function $V_{xY} = x_Y^T Q_Y x_Y$ with a symmetric positive-definite matrix Q_Y , and the time derivative of V_{xY} is obtained with a positive scalar ε_{Y1} .

$$\begin{aligned} \dot{V}_{xY} &\leq x_Y^T \text{He}(Q_Y (I_N \otimes (A_Y - B_Y K_{xY}) - g_Y \mathcal{L} \otimes B_Y K_{gY} C_Y)) x_Y + \text{He}(x_Y^T Q_Y (I_N \otimes D_Y) d_Y) \\ &\quad + \varepsilon_{Y1}^{-1} x_Y^T Q_Y Q_Y^T x_Y + \varepsilon_{Y1} g^T(x_Y) g(x_Y) \end{aligned} \quad (31)$$

On the basis of the condition $g(0) = 0$, then $\|g(x_Y)\| \leq L_g \|x_Y\|$. According to Definition 2.1, the sufficient condition of achieving the H_∞ performance $\|G_{z_{Y1}d_Y}\| < \gamma_1$ is $z_{Y1}^T z_{Y1} - \gamma_1^2 d_Y^T d_Y + \dot{V}_{xY} < 0$. Denote $C_{xY} = I_N \otimes C_{xY0}$ and $Q_Y = I_N \otimes Q_{Y0}$ with the symmetric positive-definite matrix Q_{Y0} . According to the condition $Q_{Y0} B_Y = B_Y \hat{Q}_{Y0}$, $K_{xY} = \hat{Q}_{Y0}^{-1} X_1$ and $K_{gY} = \hat{Q}_{Y0}^{-1} X_2$, the Schur Lemma is used to obtain the LMI (30). This completes the proof.

Furthermore, it is shown that the nonlinear error $\Delta \bar{g}$ in the FTC system is not considered in the following separated FE system, thus the corresponding FE system (26) becomes

$$\begin{cases} \dot{e}_Y = (I_N \otimes (\Gamma_Y \bar{A}_Y - J_{1Y} \bar{C}_Y)) e_Y + (I_N \otimes \Gamma_Y \bar{D}_Y) \bar{d}_Y \\ z_{Y2} = C_{eY} e_Y \end{cases} \quad (32)$$

where $z_{Y2} \in R^{r_{Y2}N}$ is the measured output with $C_{eY} \in R^{r_{Y2}N \times (6+q_{Yi})N}$. Hence, the objective of the proposed FE design is to devise the gains H_Y and J_{1Y} to guarantee the robust stability of the separated FE system (32).

Theorem 4.2: Given a positive scalar γ_2 , matrices $C_{eYx} \in R^{rY2 \times 5}$, $C_{eYa} \in R^{rY2 \times 1}$ and $C_{eYs} \in R^{rY2 \times qYi}$, the separated FE system (32) is stable with the H_∞ performance $\|G_{zY2\bar{d}Y}\| < \gamma_2$, if there exist symmetric positive-definite matrices $P_{Y1} \in R^{5 \times 5}$, $P_{Y2} \in R^{1 \times 1}$ and $P_{Y3} \in R^{qYi \times qYi}$, and matrices $X_3 \in R^{5 \times 3}$, $X_4 \in R^{5 \times 3}$, $X_5 \in R^{1 \times 3}$, $X_6 \in R^{1 \times 3}$, $X_7 \in R^{qYi \times 3}$ and $X_8 \in R^{qYi \times 3}$ such that

$$\begin{bmatrix} \Omega_2 & \Omega_3 & I_N \otimes [C_{eYx} \ C_{eYa} \ C_{eYs}]^T \\ \star & -\gamma_2^2 I_{(5+qYi)N} & 0 \\ \star & \star & -I_{rY2N} \end{bmatrix} < 0 \quad (33)$$

with

$$\Omega_2 = I_N \otimes \begin{bmatrix} \Omega_{211} & \Omega_{212} & \Omega_{213} \\ \star & \text{He}(-X_5 C_Y B_Y) & \Omega_{223} \\ \star & \star & \text{He}(-X_8 F_{sY}) \end{bmatrix}, \Omega_3 = I_N \otimes \begin{bmatrix} \Omega_{311} & 0 & -X_3 F_{sY} \\ -X_5 C_Y D_Y & P_{Y2} & -X_5 F_{sY} \\ -X_7 C_Y D_Y & 0 & P_{Y3} - X_7 F_{sY} \end{bmatrix}$$

$$\Omega_{211} = \text{He}(P_{Y1} A_Y - X_3 C_Y A_Y - X_4 C_Y), \Omega_{212} = P_{Y1} B_Y - X_3 C_Y B_Y - A_Y^T C_Y^T X_5^T - C_Y^T X_6^T$$

$$\Omega_{213} = -X_4 F_{sY} - A_Y^T C_Y^T X_7^T - C_Y^T X_8^T, \Omega_{223} = -X_6 F_{sY} - B_Y^T C_Y^T X_7^T, \Omega_{311} = P_{Y1} D_Y - X_3 C_Y D_Y$$

Then, the unknown input observer gains are given by $H_{Y1} = P_{Y1}^{-1} X_3$, $J_{1Y1} = P_{Y1}^{-1} X_4$, $H_{Y2} = P_{Y2}^{-1} X_5$, $J_{1Y2} = P_{Y2}^{-1} X_6$, $H_{Y3} = P_{Y3}^{-1} X_7$, and $J_{1Y3} = P_{Y3}^{-1} X_8$.

Proof: Consider a Lyapunov function $V_{eY} = e_Y^T P_Y e_Y$ with a symmetric positive-definite matrix P_Y , and the time derivative of V_{eY} is obtained as

$$\dot{V}_{eY} = e_Y^T \text{He}(P_Y (I_N \otimes (\Gamma_Y \bar{A}_Y - J_{1Y} \bar{C}_Y))) e_Y + \text{He}(e_Y^T P_Y (I_N \otimes \Gamma_Y \bar{D}_Y) \bar{d}_Y) \quad (34)$$

Denote $C_{eY} = I_N \otimes [C_{eYx} \ C_{eYa} \ C_{eYs}]$, $P_Y = I_N \otimes \text{diag}\{P_{Y1} \ P_{Y2} \ P_{Y3}\}$ with symmetric positive-definite matrices P_{Y1} , P_{Y2} and P_{Y3} . Define $H_Y = [H_{Y1}^T \ H_{Y2}^T \ H_{Y3}^T]^T$ and $J_{1Y} = [J_{1Y1}^T \ J_{1Y2}^T \ J_{1Y3}^T]^T$. According to Definition 2.1, the sufficient condition of achieving the H_∞ performance $\|G_{zY2\bar{d}Y}\| < \gamma_2$ is $z_{Y2}^T z_{Y2} - \gamma_2^2 \bar{d}_Y^T \bar{d}_Y + \dot{V}_{eY} < 0$. Thus, the Schur Lemma is applied and the proof of Theorem 4.2 is straightforward and is omitted here.

Remark 4.1: (i) Graph theory is adopted to describe undirected transformation networks from an arbitrary connected topology[10] to the CFF networks in this study. (ii) Unlike the integration of fault detection and FTC mechanisms, which uses residuals between sensor measurements and desired values from monitors for detecting fault occurrence[14], [25], the proposed FE/FTC control scheme does not utilize any fault detection and isolation information to detect, identify and isolate faults. As a result, online computation is minimized and the responsiveness of distributed controllers is expedited. (iii) Unlike the design based on local state information[29], FE information[17], [24], [31] or only output estimation errors[19], [21], the proposed FTC scheme (27) is constructed in a fully distributed fashion based on estimated information in FE and on the output information of neighbors.

B. Integrated FE and FTC design

Note that the bidirectional interactions exist in both the FE and FTC systems. The estimation error e_Y from the FE process influences the FTC performance and the nonlinear error $\Delta\bar{g}$ from the FTC process influences the FE

performance in turn. It follows that the integrated FE/FTC model is derived as

$$\begin{cases} \dot{x}_Y = (I_N \otimes (A_Y - B_Y K_{xY}) - g_Y \mathcal{L} \otimes B_Y K_{gY} C_Y) x_Y \\ \quad + (I_N \times B_Y K_Y - g_Y \mathcal{L} \otimes B_Y K_{gY} F_{sY} S_1) e_Y + (I_N \otimes D_Y S_2) \bar{d}_Y + g(x_Y) \\ \dot{e}_Y = (I_N \otimes (\Gamma_Y \bar{A}_Y - J_{1Y} \bar{C}_Y)) e_Y + (I_N \otimes \Gamma_Y \bar{D}_Y) \bar{d}_Y + (I_N \otimes \Gamma_Y) \Delta \bar{g} \\ z_Y = \bar{C}_{xY} x_Y + \bar{C}_{eY} e_Y \end{cases} \quad (35)$$

where $S_1 = [0_{q_Y i \times 5} \ 0_{q_Y i \times 1} \ I_{q_Y i}]$ and $S_2 = [I_4 \ 0_{4 \times 1} \ 0_{4 \times q_Y i}]$, $z_Y \in R^{r_Y N}$ is the accessible output vector in order to verify the integrated FE/FTC performance with the matrices $\bar{C}_{xY} \in R^{r_Y N \times 5N}$ and $\bar{C}_{eY} \in R^{r_Y N \times (6+q_Y i)N}$. Hence, the objective of the proposed integrated FE/FTC design is to devise the state feedback gain K_{xY} , the distributed gain K_{gY} , and the unknown input observer gains H_Y and J_{1Y} to guarantee the robust stability of the integrated structure system (35).

Theorem 4.3: Given positive scalars $\gamma_3, \varepsilon_{Y2}$ and ε_{Y3} , matrices $\bar{C}_{xY0} \in R^{r_Y \times 5}$, $\bar{C}_{eYx} \in R^{r_Y \times 5}$, $\bar{C}_{eYa} \in R^{r_Y \times 1}$ and $\bar{C}_{eYs} \in R^{r_Y \times q_Y i}$, the integrated FE/FTC system (35) is stable with the H_∞ performance $\|G_{z_Y \bar{d}_Y}\| < \gamma_3$, if there exist symmetric positive-definite matrices $\bar{P}_{Y1} \in R^{5 \times 5}$, $\bar{P}_{Y2} \in R^{1 \times 1}$, $\bar{P}_{Y3} \in R^{q_Y i \times q_Y i}$ and $\bar{Q}_{Y0} \in R^{5 \times 5}$, and matrices $\bar{X}_1 \in R^{1 \times 5}$, $\bar{X}_2 \in R^{1 \times 3}$, $\bar{X}_3 \in R^{5 \times 3}$, $\bar{X}_4 \in R^{5 \times 3}$, $\bar{X}_5 \in R^{1 \times 3}$, $\bar{X}_6 \in R^{1 \times 3}$, $\bar{X}_7 \in R^{q_Y i \times 3}$ and $\bar{X}_8 \in R^{q_Y i \times 3}$ such that

$$\begin{bmatrix} \bar{\Omega}_{11} & \bar{\Omega}_{12} & \bar{\Omega}_{13} & \bar{\Omega}_{14} & 0 & 0 & \bar{\Omega}_{17} \\ \star & \bar{\Omega}_{22} & \bar{\Omega}_{23} & 0 & \bar{\Omega}_{25} & \bar{\Omega}_{26} & \bar{\Omega}_{27} \\ \star & \star & \bar{\Omega}_{33} & 0 & 0 & 0 & 0 \\ \star & \star & \star & \bar{\Omega}_{44} & 0 & 0 & 0 \\ \star & \star & \star & \star & \bar{\Omega}_{55} & 0 & 0 \\ \star & \star & \star & \star & \star & \bar{\Omega}_{66} & 0 \\ \star & \star & \star & \star & \star & \star & \bar{\Omega}_{77} \end{bmatrix} < 0 \quad (36)$$

with

$$\bar{\Omega}_{22} = I_N \otimes \begin{bmatrix} \bar{\Omega}_{211} & \bar{\Omega}_{212} & \bar{\Omega}_{213} \\ \star & \text{He}(-\bar{X}_5 C_Y B_Y) & \bar{\Omega}_{223} \\ \star & \star & \text{He}(-\bar{X}_8 F_{sY}) \end{bmatrix}, \bar{\Omega}_{23} = I_N \otimes \begin{bmatrix} \bar{\Omega}_{2311} & 0 & -\bar{X}_3 F_{sY} \\ -\bar{X}_5 C_Y D_Y & \bar{P}_{Y2} & -\bar{X}_5 F_{sY} \\ -\bar{X}_7 C_Y D_Y & 0 & \bar{P}_{Y3} - \bar{X}_7 F_{sY} \end{bmatrix}$$

$$\bar{\Omega}_{26} = I_N \otimes \begin{bmatrix} \bar{P}_{Y1} - \bar{X}_3 C_Y & 0 & -\bar{X}_3 F_{sY} \\ -\bar{X}_5 C_Y & \bar{P}_{Y2} & -\bar{X}_5 F_{sY} \\ -\bar{X}_7 C_Y & 0 & \bar{P}_{Y3} - \bar{X}_7 F_{sY} \end{bmatrix}$$

$$\bar{\Omega}_{211} = \text{He}(\bar{P}_{Y1} A_Y - \bar{X}_3 C_Y A_Y - \bar{X}_4 C_Y), \bar{\Omega}_{212} = \bar{P}_{Y1} B_Y - \bar{X}_3 C_Y B_Y - A_Y^T C_Y^T \bar{X}_5^T - C_Y^T \bar{X}_6^T,$$

$$\bar{\Omega}_{213} = -\bar{X}_4 F_{sY} - A_Y^T C_Y^T \bar{X}_7^T - C_Y^T \bar{X}_8^T, \bar{\Omega}_{223} = -\bar{X}_6 F_{sY} - B_Y^T C_Y^T \bar{X}_7^T, \bar{\Omega}_{2311} = \bar{P}_{Y1} D_Y - \bar{X}_3 C_Y D_Y,$$

$$\bar{\Omega}_{11} = I_N \otimes \text{He}(\bar{Q}_{Y0} A_Y - B_Y \bar{X}_1) - \mathcal{L} \otimes \text{He}(g_Y B_Y \bar{X}_2 C_Y) + \varepsilon_{Y2} L_g^2 I_{5N},$$

$$\bar{\Omega}_{12} = I_N \otimes [B_Y \bar{X}_1 \ B_Y \hat{Q}_{Y0} \ 0] - \mathcal{L} \otimes (g_Y B_Y \bar{X}_2 F_{sY} S_1), \bar{\Omega}_{13} = I_N \otimes (\bar{Q}_{Y0} D_Y S_2),$$

$$\bar{\Omega}_{14} = I_N \otimes \bar{Q}_{Y0}, \bar{\Omega}_{17} = I_N \otimes \bar{C}_{xY0}^T, \bar{\Omega}_{25} = I_N \otimes L_g A_0^T, \bar{\Omega}_{27} = I_N \otimes [\bar{C}_{eYx} \ \bar{C}_{eYa} \ \bar{C}_{eYs}]^T,$$

$$\bar{\Omega}_{33} = -\gamma_3^2 I_{(5+q_Y i)N}, \bar{\Omega}_{44} = -\varepsilon_{Y2} I_{5N}, \bar{\Omega}_{77} = -I_{r_Y N}, \bar{\Omega}_{55} = -\varepsilon_{Y3}^{-1} I_{10}, \bar{\Omega}_{66} = -\varepsilon_{Y3} I_{(6+q_Y i)N}$$

Then, the designed gains for the integrated system are given by $K_{xY} = \hat{Q}_{Y0}^{-1}\bar{X}_1$, $K_{gY} = \hat{Q}_{Y0}^{-1}\bar{X}_2$, $H_{Y1} = \bar{P}_{Y1}^{-1}\bar{X}_3$, $J_{1Y1} = \bar{P}_{Y1}^{-1}\bar{X}_4$, $H_{Y2} = \bar{P}_{Y2}^{-1}\bar{X}_5$, $J_{1Y2} = \bar{P}_{Y2}^{-1}\bar{X}_6$, $H_{Y3} = \bar{P}_{Y3}^{-1}\bar{X}_7$, and $J_{1Y3} = \bar{P}_{Y3}^{-1}\bar{X}_8$ with $\bar{Q}_{Y0}B_Y = B_Y\hat{Q}_{Y0}$.

Proof: Consider the respective Lyapunov functions $V_{xY} = x_Y^T\bar{Q}_Yx_Y$ and $V_{eY} = e_Y^T\bar{P}_Ye_Y$ with symmetric positive-definite matrices \bar{Q}_Y and \bar{P}_Y . Then, the respective time derivatives of V_{xY} and V_{eY} are obtained with positive scalar ε_{Y2} and ε_{Y3} .

$$\begin{aligned} \dot{V}_{xY} \leq & x_Y^T \text{He}(\bar{Q}_Y(I_N \otimes (A_Y - B_Y K_{xY}) - g_Y \mathcal{L} \otimes B_Y K_{gY} C_Y))x_Y + \text{He}(x_Y^T \bar{Q}_Y(I_N \otimes D_Y S_2) \bar{d}_Y) \\ & + \varepsilon_{Y2}^{-1} x_Y^T \bar{Q}_Y \bar{Q}_Y^T x_Y + \varepsilon_{Y2} g^T(x_Y)g(x_Y) + \text{He}(x_Y^T \bar{Q}_Y(I_N \otimes B_Y K_Y - g_Y \mathcal{L} \otimes B_Y K_{gY} F_{sY} S_1)e_Y) \end{aligned} \quad (37)$$

$$\begin{aligned} \dot{V}_{eY} \leq & e_Y^T (\text{He}(\bar{P}_Y(I_N \otimes (\Gamma_Y \bar{A}_Y - J_{1Y} \bar{C}_Y))) + \varepsilon_{Y3} L_g^2(I_N \otimes A_0^T A_0) + \varepsilon_{Y3}^{-1} \bar{P}_Y(I_N \otimes \Gamma_Y \Gamma_Y^T) \bar{P}_Y^T) e_Y \\ & + \text{He}(e_Y^T \bar{P}_Y(I_N \otimes \Gamma_Y \bar{D}_Y) \bar{d}_Y) \end{aligned} \quad (38)$$

Denote $\bar{P}_Y = I_N \otimes \text{diag}\{\bar{P}_{Y1} \bar{P}_{Y2} \bar{P}_{Y3}\}$, $\bar{Q}_Y = I_N \otimes \bar{Q}_{Y0}$, $\bar{C}_{xY} = I_N \otimes \bar{C}_{xY0}$, and $\bar{C}_{eY} = I_N \otimes [\bar{C}_{eYx} \bar{C}_{eYa} \bar{C}_{eYs}]$ with symmetric positive-definite matrices \bar{P}_{Y1} , \bar{P}_{Y2} , \bar{P}_{Y3} and \bar{Q}_{Y0} . Define matrices $H_Y = [H_{Y1}^T \ H_{Y2}^T \ H_{Y3}^T]^T$ and $J_{1Y} = [J_{1Y1}^T \ J_{1Y2}^T \ J_{1Y3}^T]^T$. According to Definition 2.1, the sufficient condition of achieving $\|G_{zY \bar{d}_Y}\| < \gamma_3$ is $z_Y^T z_Y - \gamma_3^2 \bar{d}_Y^T \bar{d}_Y + \dot{V}_{eY} + \dot{V}_{xY} < 0$. Thus, the Schur Lemma is applied and the proof of Theorem 4.3 is straightforward and is omitted here.

Remark 4.2: Note that the undirected graph plays a role in the description of the LMI formulations, i.e., $\text{He}(Q_Y(g_Y \mathcal{L} \otimes B_Y K_{gY} C_Y))$ in (31), and $\text{He}(\bar{Q}_Y(g_Y \mathcal{L} \otimes B_Y K_{gY} C_Y))$ and $\text{He}(\bar{Q}_Y(g_Y \mathcal{L} \otimes B_Y K_{gY} F_{sY} S_1))$ in (37). Since the undirected graph \mathcal{G} is connected, it follows from Lemma 2.1 that $x_Y^T(\mathcal{L} \otimes B_Y K_{gY} C_Y)x_Y \geq \lambda_2 x_Y^T(I_N \otimes B_Y K_{gY} C_Y)x_Y$ and $x_Y^T(\mathcal{L} \otimes B_Y K_{gY} F_{sY} S_1)x_Y \geq \lambda_2 x_Y^T(I_N \otimes B_Y K_{gY} F_{sY} S_1)x_Y$, where λ_2 is the smallest nonzero eigenvalue of \mathcal{L} . In order to avoid the requirement of the global information of undirected graph, the following derivation is obtained.

$$\begin{aligned} \dot{V}_{xY} \leq & x_Y^T \text{He}(\bar{Q}_Y(I_N \otimes (A_Y - B_Y K_{xY} - \lambda_2 g_Y B_Y K_{gY} C_Y)))x_Y + \text{He}(x_Y^T \bar{Q}_Y(I_N \otimes D_Y S_2) \bar{d}_Y) \\ & + \varepsilon_{Y2}^{-1} x_Y^T \bar{Q}_Y \bar{Q}_Y^T x_Y + \varepsilon_{Y2} g^T(x_Y)g(x_Y) + \text{He}(x_Y^T \bar{Q}_Y(I_N \otimes (B_Y K_Y - \lambda_2 g_Y B_Y K_{gY} F_{sY} S_1))e_Y) \end{aligned} \quad (39)$$

Remark 4.3: The general dynamics (18) in the Y channel are selected in Theorems 4.1-4.3. Furthermore, the integrated FE/FTC model based on the augmented dynamics (17) in the X channel is considered with available output information.

$$\begin{cases} \dot{x}_X = (I_N \otimes (A_X - B_X K_{xX}) - g_X \mathcal{L} \otimes B_X K_{gX} C_X)x_X \\ \quad + (I_N \times B_X K_X - g_X \mathcal{L} \otimes B_X K_{gX} F_{sX} S_3)e_X + (I_N \otimes D_X S_4) \bar{d}_X \\ \dot{e}_X = (I_N \otimes (\Gamma_X \bar{A}_X - J_{1X} \bar{C}_X))e_X + (I_N \otimes \Gamma_X \bar{D}_X) \bar{d}_X \\ z_X = \bar{C}_{xX} x_X + \bar{C}_{eX} e_X \end{cases} \quad (40)$$

where $S_3 = [0_{q_{Xi} \times 4} \ 0_{q_{Xi} \times 1} \ I_{q_{Xi}}]$ and $S_4 = [I_5 \ 0_{5 \times 1} \ I_{5 \times q_{Xi}}]$. Note that only the estimation error e_X from the FE process in the X channel influences the FTC performance and the FTC process does not influence the FE performance in turn.

Remark 4.4: Note that the additive actuator fault f_{hi}^a occurs in the i -th UAV and the actuator fault $f_{h(i-1)}^a$ occurs in the $(i-1)$ -th UAV in the Z channel. The existing fault $f_{h(i-1)}^a$ makes the distributed FTC controller (27)

not appropriate in the FTC process. Thus, the distributed fault-tolerant controller for the i -th UAV in the vertical direction is designed as

$$u_{iZ} = -K_Z \hat{x}_{iZ} - g_Z K_{gZ} \sum_{j=1}^N a_{ij} (y_{iZ} - y_{jZ}) \quad (41)$$

where $K_Z = \bar{B}_Z^\dagger \bar{A}_Z$ with $\bar{B}_Z^\dagger = (\bar{B}_Z^T \bar{B}_Z)^{-1} \bar{B}_Z^T$. Furthermore, the integrated FE/FTC model in the Z channel is considered with the distributed fault-tolerant controller (41).

$$\begin{cases} \dot{\hat{x}}_Z = (I_N \otimes \bar{A}_Z) e_Z - (g_Z \mathcal{L} \otimes \bar{B}_Z K_{gZ} \bar{C}_Z) \bar{x}_Z + (I_N \otimes \bar{D}_Z) \bar{d}_Z \\ \dot{e}_Z = (I_N \otimes (\Gamma_Z \bar{A}_Z - J_{1Z} \bar{C}_Z)) e_Z + (I_N \otimes \Gamma_Z \bar{D}_Z) \bar{d}_Z \\ z_Z = \bar{C}_{xZ} \bar{x}_Z + \bar{C}_{eZ} e_Z \end{cases} \quad (42)$$

Note that only the estimation error e_Z from the FE process in the Z channel influences the FTC performance and the FTC process does not influence the FE performance in turn.

V. SIMULATION RESULTS

In this section, an application of integrated FE and FTC scheme for CFF models with simultaneous actuator and sensor faults is put forward to validate the effectiveness of the proposed control scheme. The parameters of CFF models in the X , Y and Z channels are characterized in TABLE I. The simulated parameters of the FE/FTC schemes in Theorems 4.1-4.3 are designed as $\varepsilon_{Y2} = \varepsilon_{Y3} = g_Y = 1, \gamma_3 = 0.1, \bar{C}_{xY0} = \bar{C}_{eYx} = [-1 \ 1.2 \ 0.5 \ 0.1 \ 0], \bar{C}_{eYs} = \bar{C}_{eYs} = 0$, and the sensor fault distribution matrices are satisfied with $F_{sX} = [1 \ 0]^T, F_{sY} = [1 \ 0 \ 1]^T$, and $F_{sZ} = 1$. Then, the unknown input observer gains and the FE/FTC gains are derived as

TABLE I
THE PARAMETERS OF THE CFF MODEL[8], [23].

Symbol	Value(unit)	Symbol	Value(unit)
S	54.75(m)	$\tau_{\psi a}, \tau_{\psi b}$	0.919(s)
m	16057(kg)	τ_v	5(s)
A_R	3	τ_{ha}	0.3075(s)
S_{vt}	27.87(m ²)	τ_{hb}	3.85(s)
h_z	3.3(m)	v_c	135(m/s)
a_w, a_{vt}	5.3(1/rad)	ψ_c	-8°
C_{Ll}, C_{Lw}	0.5385	h_c	900(m)
η	0.95	x_c	18.9(m)
b	9.45(m)	y_c	7.42(m)
q	743.48(KPa)	z_c	0(m)
p_{Dwy}	-0.000783	p_{Lwy}	0.00771
p_{Swy}	-0.026	p_{Lwz}	-0.0702

$$\begin{aligned}
 K_X &= \begin{bmatrix} -382.5806 & 209.7101 & 350.8470 & 70.8220 \end{bmatrix}, K_Z = \begin{bmatrix} 34.4142 & 12.0474 & -28.7564 \end{bmatrix} \\
 K_{xY} &= \begin{bmatrix} -0.7936 & -5.2812 & -0.0943 & 3.6588 & 3.4755 \end{bmatrix}, K_{gY} = \begin{bmatrix} -0.6887 & -0.1054 & 3.1247 \end{bmatrix} \\
 G_Y &= \begin{bmatrix} 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ -0.1119 \\ 0 \end{bmatrix}, H_Y = \begin{bmatrix} 0.0266 & -0.0266 & 0 \\ -0.0565 & 0.0565 & 0 \\ -0.5661 & 0.5661 & 0 \\ 0.6785 & -0.6785 & 0 \\ -1.2357 & 0.2357 & 1 \\ -2.9467 & -1.2588 & 4.2055 \\ 0.8615 & 0.1385 & 0 \end{bmatrix}, J_Y = \begin{bmatrix} 0.9811 & -0.1014 & -0.8797 \\ 0.0217 & 0.0875 & -0.1092 \\ -0.3889 & 0.4821 & -0.0932 \\ -0.0123 & -1.2979 & 1.3101 \\ 1.6721 & -0.2859 & -1.3862 \\ 0.3296 & 0.2527 & -0.5823 \\ -0.5279 & -0.1356 & 0.6635 \end{bmatrix} \\
 M_Y &= \begin{bmatrix} -0.8874 & 0 & 0.1494 & 0 & -0.2131 & 0 & -0.0714 \\ -0.9828 & 0 & -0.1515 & 0 & -0.0022 & 0 & -0.0274 \\ 0.3154 & 0 & -1.0465 & 0 & 0.3334 & 0 & -0.3045 \\ -0.2065 & 0 & 0.8184 & 0 & 0.0265 & 0 & 0.3282 \\ 0.4783 & 0 & -0.2982 & 0 & -1.6554 & 0 & -0.0892 \\ 0 & 0 & 0 & 0 & 0 & -0.1119 & 0 \\ -0.2877 & 0 & -0.1515 & 0 & -0.1502 & 0 & -1.2529 \end{bmatrix} \\
 \Gamma_Y &= \begin{bmatrix} 0.9734 & 0 & 0.0266 & 0 & 0 & 0 & 0 \\ 0.0565 & 1 & -0.0565 & 0 & 0 & 0 & 0 \\ 0.5661 & 0 & 0.4339 & 0 & 0 & 0 & 0 \\ -0.6785 & 0 & 0.6785 & 1 & 0 & 0 & 0 \\ 1.2357 & 0 & -0.2357 & 0 & 0 & 0 & 0 \\ 2.9467 & 0 & 1.2588 & 0 & -4.2055 & 1 & 0 \\ -0.8615 & 0 & -0.1385 & 0 & 0 & 0 & 0 \end{bmatrix}
 \end{aligned}$$

To demonstrate the effectiveness of the proposed separated and integrated FE/FTC designs in Theorems 4.1-4.3, the maneuver step inputs and the actuator and sensor faults per combined maneuvering case are described in TABLE II. The table shows that the same velocity, heading angle and altitude maneuvers are applied to two cases, in which the fault-free case is considered in Case 1, the actuator faults are injected into the X and Z channels and the simultaneous actuator and sensor faults are considered in the Y channel in Case 2.

As can be seen in Figures 2 and 3 of Case 1, the velocities and altitudes of the Lead and Wing UAVs are always coincident whilst the Lead UAV is being maneuvered at the respective $t = 10s$ and $t = 30s$ in combined form. The separations in the X and Z channels vary and finally remain at rated values due to the lack of prophetic information of maneuvering, thus, resulting in the time delay of tracking. Figure 2 of Case 1 shows that the heading angles of the Wing UAVs track with that of the Lead UAV while the Lead UAV is being maneuvered at $t = 20s$. The separations in the X and Y channels increase first and then decrease at rated values because the Wing UAVs on the outside need to fly farther away to track with the Lead UAV in order to keep the formation geometry.

Figure 4 of Case 2 shows that the velocities of the Wing UAVs track with that of the Lead UAV whilst the

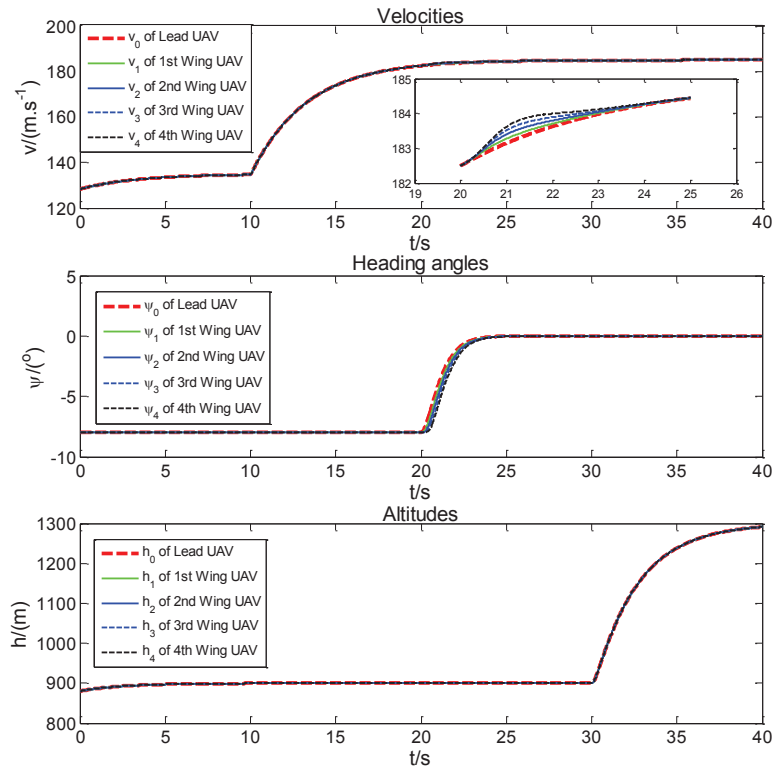


Fig. 2. Case 1: the combined maneuvering without actuator/sensor faults.

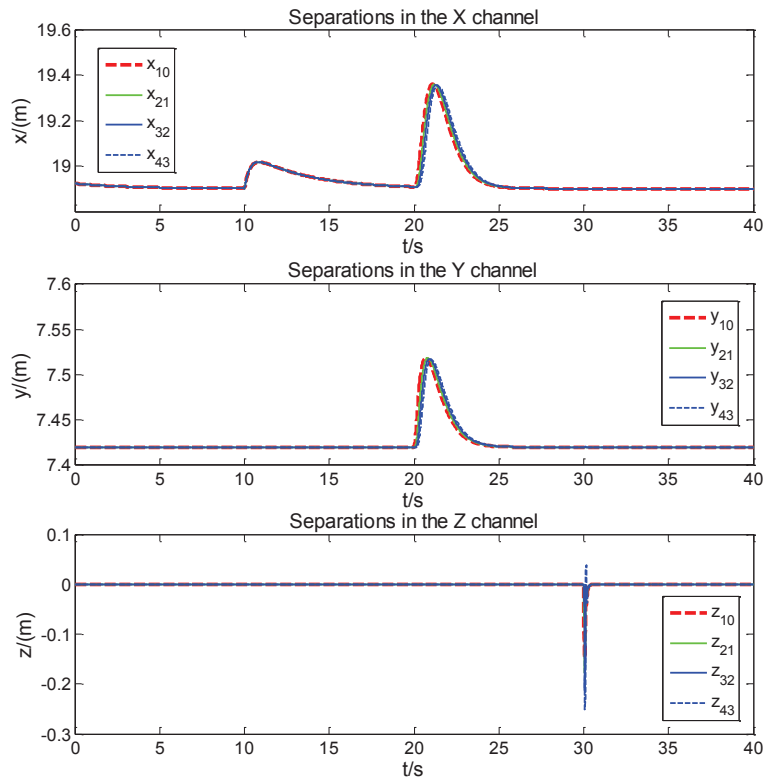


Fig. 3. Case 1: the combined maneuvering without actuator/sensor faults.

TABLE II
MANEUVER STEP INPUTS AND THE ACTUATOR AND SENSOR FAULTS PER COMBINED MANEUVERING CASE.

Maneuvering	Velocity	Heading angle	Altitude
Case 1	+50m/s,t=10s	+8°,t=20s	+400m,t=30s
Case 2	+50m/s,t=10s	+8°,t=20s	+400m,t=30s
Fault	Velocity	Heading angle	Altitude
Case 1	×	×	×
Case 2	$f_{v1}^a = -30\text{m/s}, t=15\text{s}$ $f_{v1}^a = -30\text{m/s}, t=25\text{s}$	$f_{\psi 1}^a = +8^\circ, t=5\text{s}$ $f_{\psi 1}^a = +8^\circ, t=35\text{s}$ $f_{1Y}^s = -5\text{m}, t=5\text{s}$ $f_{1Y}^s = -5\text{m}, t=35\text{s}$	$f_{h1}^a = +30\text{m},$ $t=30\text{s}$

velocity of the Lead UAV is being maneuvered at $t = 10\text{s}$ under the actuator faults in the respective time constants $t = 15\text{s}$ and 25s . Figure 5 of Case 2 shows that the heading angles of the Wing UAVs track with that of the Lead UAV whilst the heading angle of the Lead UAV is being maneuvered at $t = 20\text{s}$ under simultaneous actuator and sensor faults in the respective time constants $t = 5\text{s}$ and 35s . Figure 6 of Case 2 shows that the altitude curves of the Lead and Wing UAVs are coincident whilst the altitude of the Lead UAV is being maneuvered at $t = 30\text{s}$ under the actuator faults at the time constant $t = 30\text{s}$. Meanwhile, all the separation curves in the X, Y and Z channels amongst each UAV finally remain at rated values and show small amplitudes of the oscillations in the convergence process at each fault-occurring time instance. Furthermore, the velocity maneuvering does not affect the Y and Z channels while the altitude maneuvering affects the Y channel due to the coupling item $\frac{qS}{m} p_{S_{wz}}$. Furthermore, there is a small oscillation on the separation in the Z channel due to the coupling item $\frac{qS}{m} p_{L_{wy}}$ between the Y and Z channels.

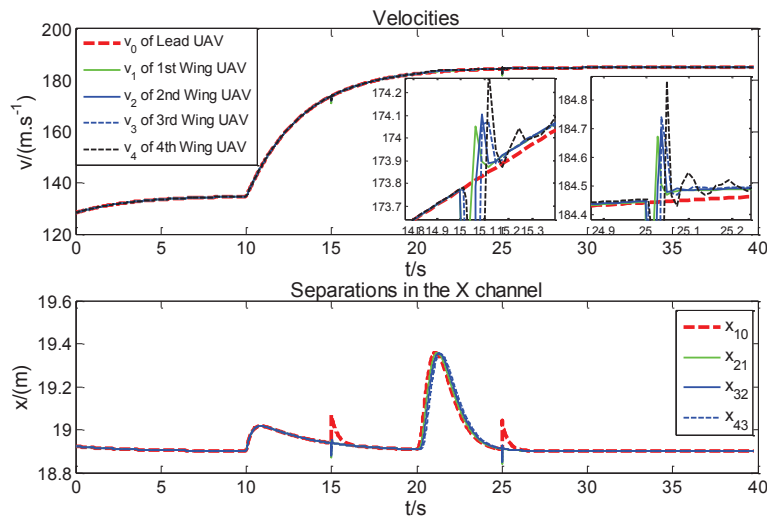


Fig. 4. Case 2 with simultaneous actuator/sensor faults (X channel).

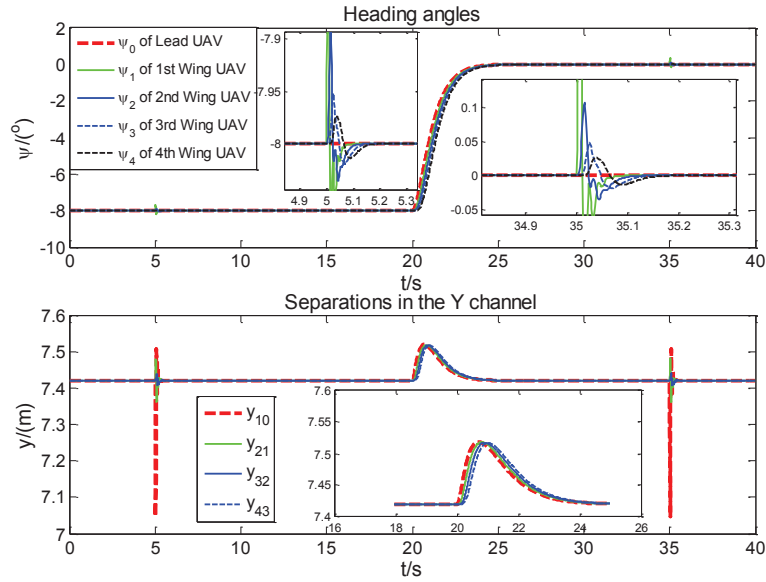


Fig. 5. Case 2 with simultaneous actuator/sensor faults (Y channel).

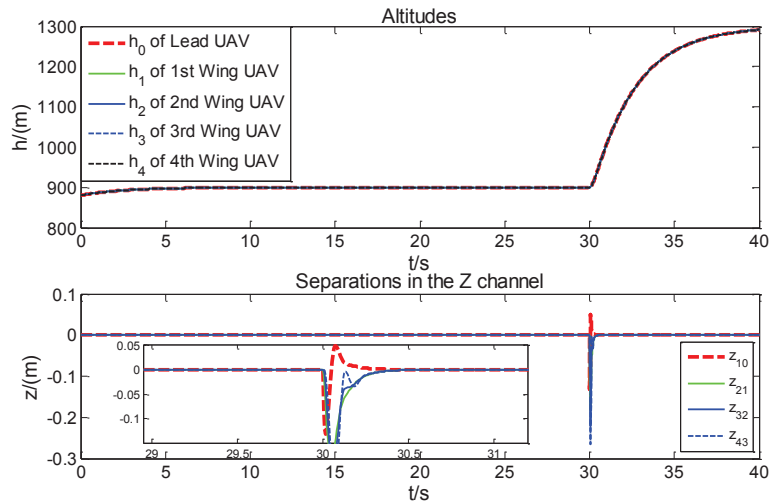


Fig. 6. Case 2 with simultaneous actuator/sensor faults (Z channel).

The curves in Figures 7 and 8 of Case 2 simulated by both the approach[23] and the proposed integrated FE/FTC algorithm show the good tracking properties of rated and estimated actuator and sensor faults in the respective X , Y and Z channels. Compared with our previous study[23], although there exists a sharp peak in the proposed integrated FE/FTC scheme due to its rapid convergence, the integrated algorithm shows faster convergence and smaller amplitudes of the oscillations in estimated faults to an extent.

Figures 9 and 10 show that the heading angles of the four Wing UAVs track with the rated angle of the Lead UAV, i.e., ($\psi_0 = -8^\circ$) at $t = 5s$ and ($\psi_0 = 0^\circ$) at $t = 35s$. The separations amongst each UAV remain to the rated values, i.e., ($x_c = 18.9m$) in the X channel in Figure 11 and ($y_c = 7.42m$) in the Y channel in Figure 12. Due to the

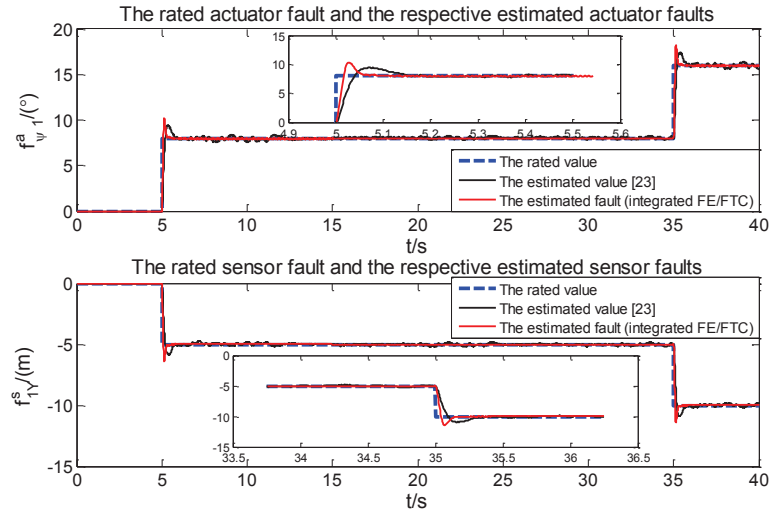


Fig. 7. Case 2: the respective estimated actuator and sensor faults in the Y channel with the integrated FE/FTC scheme and the control scheme in [23].

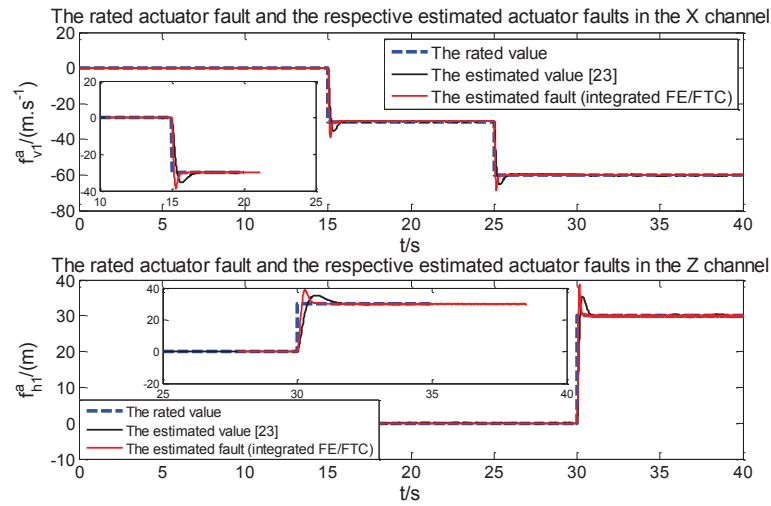


Fig. 8. Case 2: the respective estimated actuator faults in the X and Z channels with the integrated FE/FTC scheme and the control scheme in [23].

existence of the coupling item $\frac{qS}{m} p_{D_{wy}}$ and the parameter selection of C_{xX} and C_{eX} in the separated design, more oscillation responses are shown in the separated FE/FTC in Figure 11. Compared with the separated FE/FTC in Theorems 4.1 and 4.2, the integrated FE/FTC in Theorem 4.3 shows a smaller convergence amplitude of the heading angles and separations in the X and Y channels at each fault occurring time instant because the integrated FTC system contains more information from the FE process. Figure 13 shows the position-space trajectories of each Wing UAVs for two different Lead UAV maneuvers (with actuator/sensor faults from Case 2). All the trajectories show some separation errors when the actuator or sensor faults occur, but quickly return to the rated values. Hence, the combined maneuvering cases with simultaneous actuator/sensor faults demonstrate the effectiveness of the proposed

integrated FE/FTC control scheme for CFF systems, and the control objective is achieved.

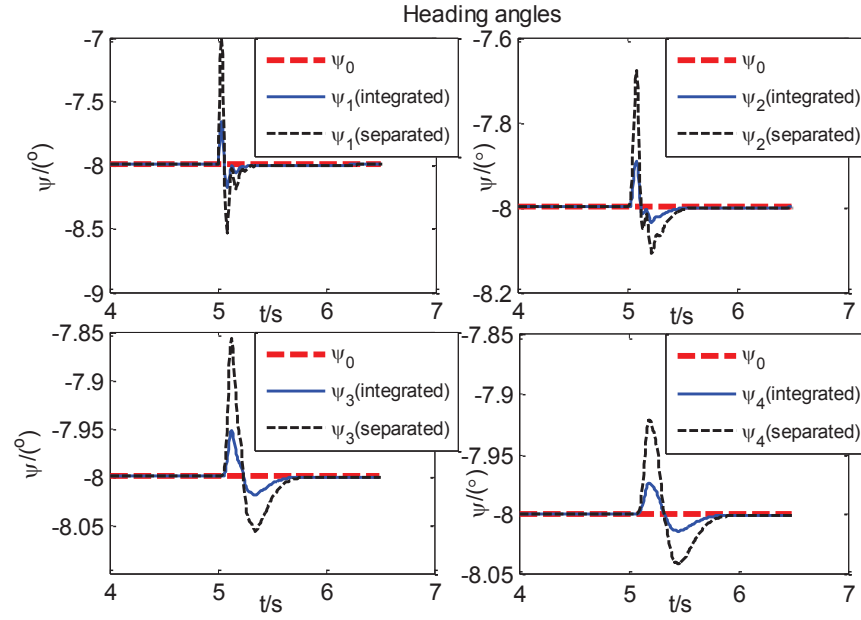


Fig. 9. Case 2: the heading angles at $t = 5s$ with the separated and integrated FE/FTC schemes (Y channel).

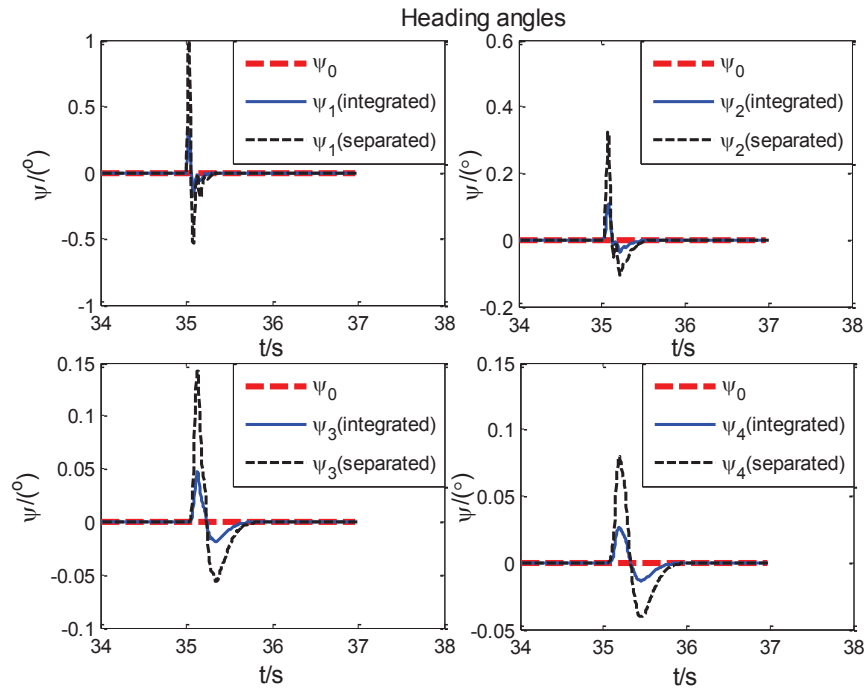


Fig. 10. Case 2: the heading angles at $t = 35s$ with the separated and integrated FE/FTC schemes (Y channel).

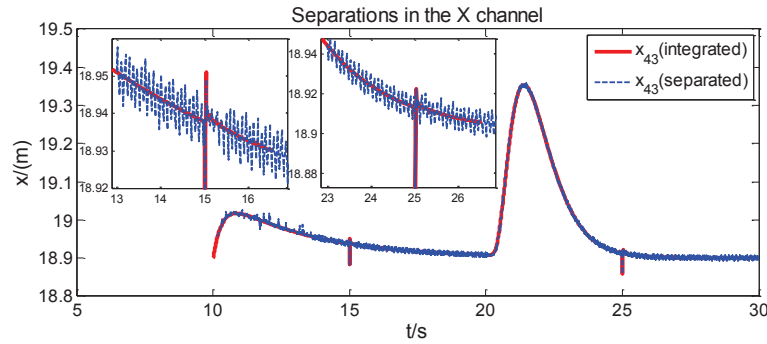


Fig. 11. Case 2 with separated and integrated FE/FTC schemes (X channel).

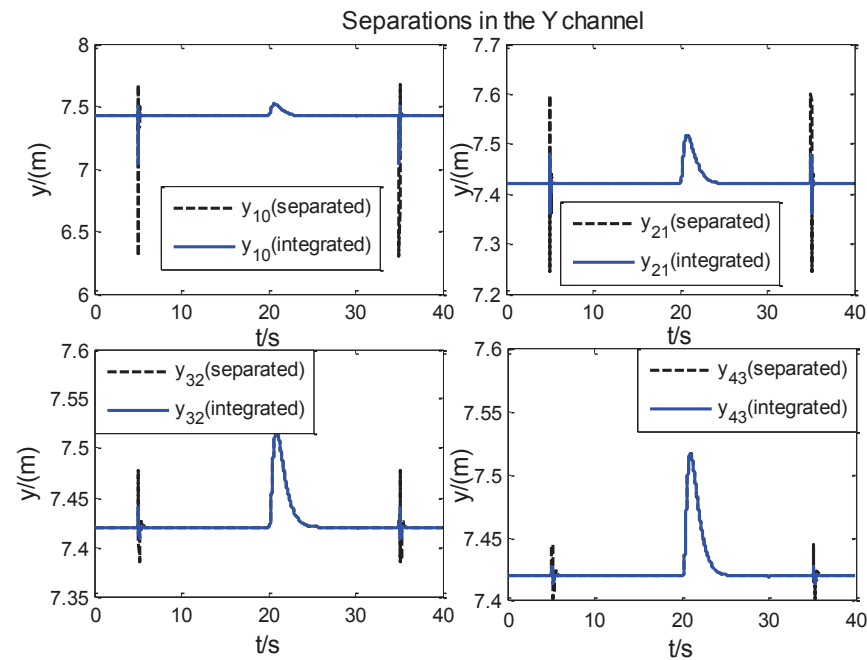


Fig. 12. Case 2 with separated and integrated FE/FTC schemes (Y channel).

VI. CONCLUSION

In this study, an integrated FE and FTC design has been developed for CFF systems with simultaneous actuator and sensor faults to track the position and attitude of commanded motions of the Lead UAV. Compared with the separated design, integrated FE/FTC design considers the bidirectional interactions between FE and FTC systems and makes full use of the estimated fault information of FE system, so that the convergence amplitude in the integrated design is smaller. Integrated designs, namely, decentralized FE and distributed FTC protocols, are proposed to guarantee the excellent tracking of position and attitude whilst the Lead UAV is being maneuvered. Current investigations focus on extensions of the proposed method to unpredicted maneuvering, communication faults, mission completion and formation reconfiguration.

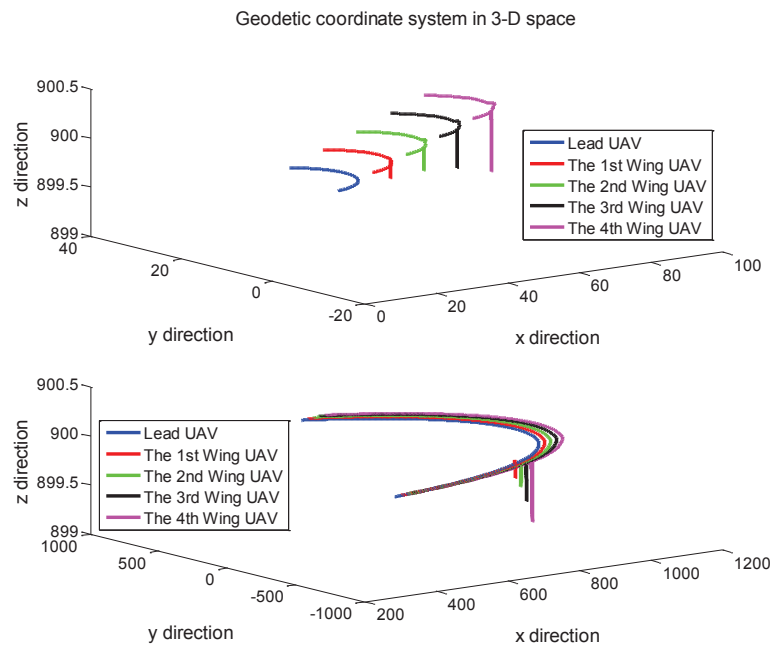


Fig. 13. Case 2: UAV trajectories in 3-D space.

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