

Robust rendezvous planning under maneuver execution errors.

A worst case approach

C. Louembet¹, D. Arzelier¹, G. Deaconu

¹LAAS-CNRS

GT CPNL, Paris, 3rd April 2014

Acknowledgements

The presented works is part of the project funded by the CNES Research and Technology Project grant R-S07/VF-0001-065.

This project involves the CNES (french space agency), EADS Astrium and LAAS-CNRS.

We would like to thank J.C. Berges from DCT/SB/MO at CNES who provided us with the missions scenarii studied in this talk.

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Problems and objectives

Rendezvous

- ▶ Relative motion between a target and a chaser spacecraft;
- ▶ Impulsive rendezvous



Robust rendezvous planning under maneuver execution errors. A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Robustify open-loop maneuver plan to GNC systems errors:

Navigation syst. Uncertainties on the measured state

Thrusters actuation syst.

- ▶ Errors on impulses firing time
- ▶ Errors on impulses execution

Objectives

Robust and convex optimisation for worst-case approach

- ▶ Desensitize the maneuver plan to GNC errors
- ▶ Provide tractable algorithms (polynomial complexity)
- ▶ Provide deterministic and guaranteed feasibility certificate

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

- Errors on impulses firing time

- Thrust mis-execution

- Navigation errors

Conclusion

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution

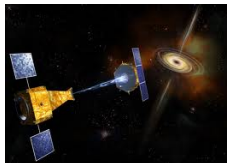
Navigation errors

Conclusion

Orbital rendezvous definition

Orbital Rendezvous consists of:

- ▶ Keplerian relative motion
- ▶ Usage of ergols thrusters :
 - ▶ the control is modeled by impulsive signals,
 - ▶ Instantaneous velocity change,
 - ▶ Sequence of coasting arc limited by thruster impulses;



Rendez-vous problem

- ▶ Steering the chaser spacecraft from a state A to state B in fixed time;
- ▶ Assuming some operating constraints (Actuators bounds, safety constraints ...);

Rendezvous guidance problem \Leftrightarrow Optimal control problem

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Formulation of the RdV guidance problem

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Deterministic and exact final condition rendezvous exact

- Minimize a given objective $J(\cdot)$ Consumption under dynamic constraints:

$$\begin{aligned} \min_{\Delta \tilde{V}, \nu_i} \quad & J(\cdot) \\ \text{w.r.t.} \quad & \begin{cases} \frac{d\tilde{X}(\nu)}{d\nu} = \tilde{A}_{TH}\tilde{X}(\nu) + \tilde{B}_{TH}\sum_i \Delta \tilde{V}_i \delta(\nu - \nu_i) \\ \tilde{X}(\nu_1) = \tilde{X}_1, \tilde{X}(\nu_f) = \tilde{X}_f \\ -\overline{\Delta \tilde{V}}_i \leq \Delta \tilde{V}(\nu_i) \leq \overline{\Delta \tilde{V}}_i, \forall i = 1, \dots, N \end{cases} \end{aligned} \quad (1)$$

ν excentric anomaly (independant variable)

ν_i impulses firing time

$\tilde{X} \in \mathbb{R}^6$ State vector in ν

$\Delta \tilde{V}_i \in \mathbb{R}^3$ i^{th} impulse out of N

$(\tilde{A}_{TH}, \tilde{B}_{TH})$ Tschauner-Hempel relative motion dynamics

$\overline{\Delta \tilde{V}}$ Impulse saturation

Initial State



Final State



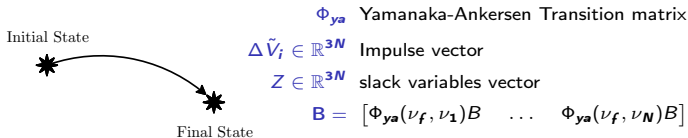
Formulation of the RdV guidance problem

Deterministic and exact final condition rendezvous exact

Direct methodology: Linear Programming [Waespy,1970]

- Fixing the number and time of impulse ν_i
- Replacing the the dynamic equation by its transition equation
- Minimizing $J(\cdot)$ linear in $\Delta \tilde{V}$

$$\begin{aligned} \min_{\Delta \tilde{V}} \quad & J(\cdot) \\ \text{w.r.t.} \quad & \begin{cases} \tilde{X}_f = \Phi_{ya}(\nu_f, \nu_1) \tilde{X}_1 + \mathbf{B} \Delta \tilde{V} \\ -\overline{\Delta \tilde{V}}_i \leq \Delta \tilde{V}(\nu_i) \leq \overline{\Delta \tilde{V}}_i, \forall i = 1, \dots, N \end{cases} \end{aligned} \quad (2)$$



Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Disturbed Rendezvous problem

The rendezvous condition

$$\tilde{X}(\nu_f) = \Phi_{ya}(\nu_f, \nu_1) \tilde{X}_1 + \underbrace{\left[\Phi_{ya}(\nu_f, \nu_1) B \quad \dots \quad \Phi_{ya}(\nu_f, \nu_N) B \right]}_B \Delta \tilde{V}$$

Under the following disturbance

Navigation errors: $\tilde{X}_1 \in \mathcal{X}_{nav}$

Impulse time errors $\nu \in \mathcal{V}$

Thrust errors: $\Delta \tilde{V} \in \mathcal{U}$

Robust rendezvous planning under maneuver execution errors. A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Disturbed Rendezvous problem

The rendezvous condition

$$\tilde{X}(\nu_f) = \Phi_{ya}(\nu_f, \nu_1)\tilde{X}_1 + \underbrace{[\Phi_{ya}(\nu_f, \nu_1)B \quad \dots \quad \Phi_{ya}(\nu_f, \nu_N)B]}_B \Delta\tilde{V}$$

Under the following disturbance

Navigation errors: $\tilde{X}_1 \in \mathcal{X}_{nav}$

Impulse time errors $\nu \in \mathcal{V}$

Thrust errors: $\Delta\tilde{V} \in \mathcal{U}$

$\tilde{X}(\nu_f)$ belongs to a subset \mathcal{X}_f that should be included in a tolerance set \mathcal{T}

$$\tilde{X}(\nu_f) \in \mathcal{X}_f \subset \mathcal{T}$$

\Rightarrow The rendezvous condition must be relaxed

Robust rendezvous planning under maneuver execution errors. A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

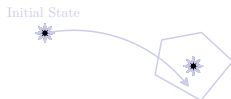
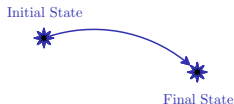
Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

RDV with relaxed final conditions



Exact final condition: Linear Programming

$$\begin{aligned} & \min_{\Delta \tilde{V}} J(\cdot) \\ & \begin{cases} A_{RdV} \Delta \tilde{V} = b_{RdV} \\ A_{\Delta V} \Delta \tilde{V} \leq b_{\Delta V} \end{cases} \end{aligned}$$

where

$$A_{RdV} = \mathbf{B}$$

$$b_{RdV} = \tilde{\mathbf{X}}_f - \Phi_{ya}(\nu_f, \nu_1) \tilde{\mathbf{X}}_1$$

$$A_{\Delta V} = \begin{bmatrix} \mathbb{I}_{3N} \\ -\mathbb{I}_{3N} \end{bmatrix}, \quad b_{\Delta V} = \begin{bmatrix} \overline{\Delta \tilde{V}} / l \\ \overline{\Delta \tilde{V}} / l \end{bmatrix}$$

Robust rendezvous planning under maneuver execution errors. A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

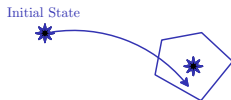
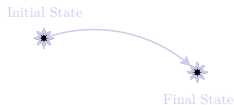
Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

RDV with relaxed final conditions



Polytopic final condition: Linear Programming

$$\begin{aligned} \min_{\Delta \tilde{V}} J(\cdot) \\ \text{w.r.t. } A\Delta \tilde{V} \leq b \end{aligned}$$

where

$$A = \begin{bmatrix} HB \\ \mathbb{I}_{3N} \\ -\mathbb{I}_{3N} \end{bmatrix}, \quad b = \begin{bmatrix} K - H \left(\Phi_{ya}(\nu_f, \nu_1) \tilde{X}_1 \right) \\ \overline{\Delta \tilde{V}} \\ \overline{\Delta \tilde{V}} \end{bmatrix}$$

Robust rendezvous planning under maneuver execution errors. A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

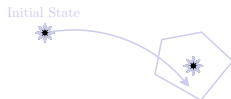
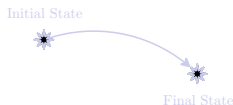
Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

RDV with relaxed final conditions



Ellipsoidal final condition: Conic quadratic Programming

$$\begin{aligned} & \min_{\Delta \tilde{V}} J(\cdot) \\ \text{w.r.t. } & \begin{cases} \|A\Delta \tilde{V} + b\|_2 \leq 1, \\ A_{\Delta V}\Delta \tilde{V} \leq b_{\Delta V} \end{cases} \end{aligned}$$

where

$$A = RB$$

$$b = R(-\tilde{X}_f + \Phi_{ya}(\nu_f, \nu_1)\tilde{X}_1)$$

$$A_{\Delta V} = \begin{bmatrix} \mathbb{I}_{3N} \\ -\mathbb{I}_{3N} \end{bmatrix}, \quad b_{\Delta V} = \begin{bmatrix} \overline{\Delta \tilde{V}} \\ \underline{\Delta \tilde{V}} \end{bmatrix}$$

Robust rendezvous planning under maneuver execution errors. A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Objective functions $J(\cdot)$ and budget condition

$J(\cdot)$ must be linear in the decision variable

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Objective functions $J(\cdot)$ and budget condition

$J(\cdot)$ must be linear in the decision variable

Robustness cost Minimize the tolerance subset

Box case $\|K\|_1$

Ellipsoid case $\log \det R^{-1}$

Tolerance subset is part of decision variables

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Objective functions $J(\cdot)$ and budget condition

$J(\cdot)$ must be linear in the decision variable

Robustness cost Minimize the tolerance subset

Box case $\|K\|_1$

Ellipsoid case $\log \det R^{-1}$

Tolerance subset is part of decision variables

ΔV Budget Constraint

- ▶ ΔV consumption has to be restricted

$$\|\Delta \tilde{V}\|_1 \leq M_{\Delta V}$$

Robust rendezvous planning under maneuver execution errors. A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution

Navigation errors

Conclusion

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution

Navigation errors

Conclusion

Convex and Robust Optimisation

Uncertain program (P_{Δ})

$$\begin{array}{ll} \min_x & f_0(x) \\ \text{w.r.t.} & f_i(x, \Delta_i(u_i)) \leq 0, \quad \forall \Delta_i \in \mathcal{V}_i, \quad i = 1, \dots, m \end{array} \quad (3)$$

$x \in \mathbb{R}^n$ Optimisation variables

f_0, f_i Program structure (cost and constraint functions)

Δ_i Problem data

$u_i \in \mathcal{U}_i \subset \mathbb{R}^{k_i}$ Disturbance variables

\mathcal{V} Uncertainty set $\mathcal{V} = \mathcal{V}_1 \times \dots \times \mathcal{V}_m$

\mathcal{U} Disturbance set $\mathcal{U} = \mathcal{U}_1 \times \dots \times \mathcal{U}_m$

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Convex and Robust Optimisation

Uncertain program (P_{Δ})

$$\begin{array}{ll} \min_x & f_0(x) \\ \text{w.r.t.} & f_i(x, \Delta_i(u_i)) \leq 0, \quad \forall \Delta_i \in \mathcal{V}_i, \quad i = 1, \dots, m \end{array} \quad (3)$$

$x \in \mathbb{R}^n$ Optimisation variables

f_0, f_i Program structure (cost and constraint functions)

Δ_i Problem data

$u_i \in \mathcal{U}_i \subset \mathbb{R}^{k_i}$ Disturbance variables

\mathcal{V} Uncertainty set $\mathcal{V} = \mathcal{V}_1 \times \dots \times \mathcal{V}_m$

\mathcal{U} Disturbance set $\mathcal{U} = \mathcal{U}_1 \times \dots \times \mathcal{U}_m$

Paradigms

- ▶ x must be obtained by solving (3) without the exact knowledge of datas Δ_i ;
- ▶ Results are valid only for datas $\Delta_i \in \mathcal{V}_i$;
- ▶ No compromises on constraints $f_i(x, \Delta_i(u_i)) \leq 0$ are tolerated while $\Delta_i \in \mathcal{V}_i$.

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Convex and Robust Optimisation

Uncertain program (P_{Δ})

$$\begin{array}{ll} \min_x & f_0(x) \\ \text{w.r.t.} & f_i(x, \Delta_i(u_i)) \leq 0, \quad \forall \Delta_i \in \mathcal{V}_i, \quad i = 1, \dots, m \end{array} \quad (3)$$

Definitions

Robust feasible solution x is a feasible robust solution of the uncertain program ($P_{\Delta \in \mathcal{U}}$) if and only if $f_i(x, \Delta_i) \leq 0$ for all Δ_i 's realizations

Guarenteed cost the guaranteed is the worst case cost for a given robust feasible solution x : $\max_{\Delta_i} \{f_0(x) : \Delta_i \in \mathcal{V}_i, \forall i\}$.

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Convex and Robust Optimisation

Uncertain program (P_{Δ})

$$\begin{array}{ll} \min_x & f_0(x) \\ \text{w.r.t.} & f_i(x, \Delta_i(u_i)) \leq 0, \quad \forall \Delta_i \in \mathcal{V}_i, \quad i = 1, \dots, m \end{array} \quad (3)$$

Definitions

Robust feasible solution x is a feasible robust solution of the uncertain program ($P_{\Delta \in \mathcal{U}}$) if and only if $f_i(x, \Delta_i) \leq 0$ for all Δ_i 's realizations

Guarenteed cost the guaranteed is the worst case cost for a given robust feasible solution x : $\max_{\Delta_i} \{f_0(x) : \Delta_i \in \mathcal{V}_i, \forall i\}$.

Robust counterpart

$$\begin{array}{ll} \min_x & \max_{\Delta_i \in \mathcal{V}_i} f_0(x) \\ \text{sous} & f_i(x, \Delta_i(u_i)) \leq 0, \quad \forall \Delta_i \in \mathcal{V}_i, \quad i = 1, \dots, m \end{array} \quad (4)$$

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Robust Linear Programming

Robust counterpart to uncertain LP

$$\begin{array}{ll} \min_x & \max_{(A,b) \in \mathcal{V}} \gamma^T x \\ \text{sous} & Ax \leq b, \forall (A, b) \in \mathcal{V} \end{array}$$

- ▶ (A, b) depend linearly in the disturbance variables u_i

$$\mathcal{V} = \left\{ [A; b] = [A^0, b^0] + \sum_{j=1}^k u_j [A^j, b^j], u \in \mathcal{U} \subset \mathbb{R}^k \right\}$$

- ▶ Disturbance variables u_i belong to convex set \mathcal{U}

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Robust Linear Programming

Robust counterpart to uncertain LP

$$\begin{array}{ll} \min_x & \max_{(A,b) \in \mathcal{V}} \gamma^T x \\ \text{sous} & Ax \leq b, \forall (A, b) \in \mathcal{V} \end{array}$$

- ▶ (A, b) depend linearly in the disturbance variables u_i

$$\mathcal{V} = \left\{ [A; b] = [A^0, b^0] + \sum_{j=1}^k u_j [A^j, b^j], u \in \mathcal{U} \subset \mathbb{R}^k \right\}$$

- ▶ Disturbance variables u_i belong to convex set \mathcal{U}

Robust & convex counterpart [BenTal, 2009]

Type of \mathcal{U}	Robust Counterpart
polytopic/interval	Linear Prog.
ellipsoidal	Conic Quadratic Prog.
ellipsoid intersection	Conic Prog.
Conic	Conic Prog.
Unstructured norm-bounded	Conic Prog.

Table: From A. Ben-Tal, L. EL Gahoui, a. Nemirovski, *Robust Optimization*, Princeton U. Press, 2009

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion



Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution

Navigation errors

Conclusion

Rendezvous
guidance
problem

Convex and
Robust
Optimisation

Handling the
GNC system
errors

Errors on
impulses firing
time

Thrust
mis-execution

Navigation
errors

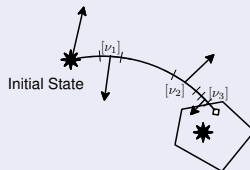
Conclusion

Errors on impulses firing time

- Polytopic arrival set:

$$H \left(\underbrace{[\Phi_{ya}(\nu_f, \nu_1)B \quad \dots \quad \Phi_{ya}(\nu_f, \nu_N)B]}_B \Delta \tilde{V} + \Phi_{ya}(\nu_f, \nu_1) \tilde{X}(\nu_1) - \tilde{X}_f \right) \leq K$$

- Uncertain firing time:
 $\nu_i \in [\nu_i^* - \delta \nu_i, \nu_i^* + \delta \nu_i] = [\nu]_i$
- ⇒ Interval Analysis Computation
 [Moore66, Jaulin01]
 $\Phi_{ya}(\nu_f, \nu_i) \in [\Phi_{ya}(\nu_i)]$



Robust rendezvous planning under maneuver execution errors. A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution
Navigation errors

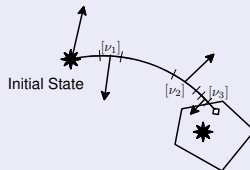
Conclusion

Errors on impulses firing time

- Polytopic arrival set:

$$H \left(\underbrace{[\Phi_{ya}(\nu_f, \nu_1)B \quad \dots \quad \Phi_{ya}(\nu_f, \nu_N)B]}_B \Delta \tilde{V} + \Phi_{ya}(\nu_f, \nu_1)\tilde{X}(\nu_1) - \tilde{X}_f \right) \leq K$$

- Uncertain firing time:
 $\nu_i \in [\nu_i^* - \delta\nu_i, \nu_i^* + \delta\nu_i] = [\nu]_i$
- ⇒ Interval Analysis Computation
 [Moore66, Jaulin01]
 $\Phi_{ya}(\nu_f, \nu_i) \in [\Phi_{ya}(\nu_i)]$



1. Uncertainties on transition matrix :

$$\Phi_{ya}(\nu_f, \nu_i) = \Phi_{ya}^*(\nu_f, \nu_i) + u_i \overline{\delta\Phi_i}, |u_i| \leq 1, i = 1, \dots, N$$

2. Uncertain polytopic RDV with $\|u\|_\infty \leq 1$

$$H \left(\Phi_{ya}(\nu_f, \nu_1)\tilde{X}(\nu_1) + \sum_{i=1}^N \{(\Phi_{ya}^*(\nu_f, \nu_i) + u_i \overline{\delta\Phi_i})B\Delta\tilde{V}(\nu_i)\} \right) \leq K$$

3. Robust polytopic RDV

$$H \left(\Phi_{ya}(\nu_f, \nu_1)\tilde{X}(\nu_1) + \sum_{i=1}^N \Phi_{ya}^*(\nu_f, \nu_i)B\Delta\tilde{V}(\nu_i) + |\overline{\delta\Phi_i}B\Delta\tilde{V}(\nu_i)| \right) \leq K$$

Robust rendezvous planning under maneuver execution errors. A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution
Navigation errors

Conclusion

Errors on impulses firing time

- Polytopic arrival set:

$$H \left(\underbrace{[\Phi_{ya}(\nu_f, \nu_1)B \quad \dots \quad \Phi_{ya}(\nu_f, \nu_N)B]}_B \Delta \tilde{V} + \Phi_{ya}(\nu_f, \nu_1)\tilde{X}(\nu_1) - \tilde{X}_f \right) \leq K$$

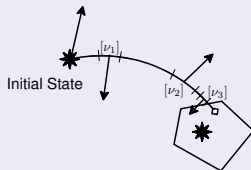
- Uncertain firing time:

$$\nu_i \in [\nu_i^* - \delta\nu_i, \nu_i^* + \delta\nu_i] = [\nu]_i$$

⇒ Interval Analysis Computation

[Moore66, Jaulin01]

$$\Phi_{ya}(\nu_f, \nu_i) \in [\Phi_{ya}(\nu_i)]$$



Robust rendezvous planning under maneuver execution errors. A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution
Navigation errors

Conclusion

Robust Counterpart, LP [Ben-Tal & Nemirovski 00]

$$\begin{aligned} \min_{\Delta \tilde{V}, Z} \quad & \sum_{i=1}^N K_i \\ \text{w.r.t.} \quad & \left\{ \begin{aligned} & H\Phi_{ya}(\nu_f, \nu_1)\tilde{X}(\nu_1) + H \sum_{i=1}^N \Phi_{ya}^*(\nu_f, \nu_i)B\Delta \tilde{V}(\nu_i) + |\overline{\delta\Phi_i}|B|Z_i \leq K \\ & -Z_i \leq \Delta \tilde{V}_i \leq Z_i, \quad -\Delta \tilde{V}_i \leq Z_i \\ & [Z_{3i+1}, Z_{3i+2}, Z_{3i+3}]^T \leq \overline{\Delta \tilde{V}}_{i+1}, \forall i \\ & \|\Delta \tilde{V}\|_1 \leq \sum_{i=1}^{3N} Z_i \leq M_{\Delta V} \end{aligned} \right\} \end{aligned}$$

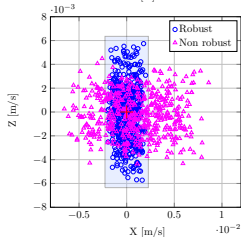
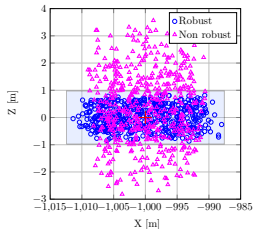
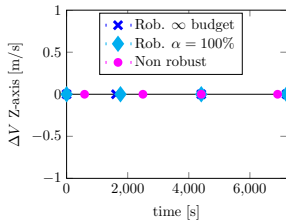
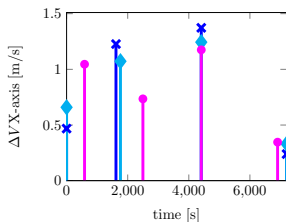
Saturation

ΔV -Budget

(5)

Errors on impulses firing time: numerical examples

ATV mission: 1 second errors



Semi-major axis	Eccentricity	Initial anomaly	mission duration
6763 km	0.0052	0	7200 s
$X_1 = [-30000 \ 5000 \ 8.154 \ 0]^T$		$X_1 = [-1000 \ 0 \ 0 \ 0]^T$	

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

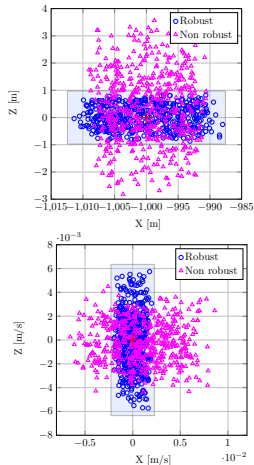
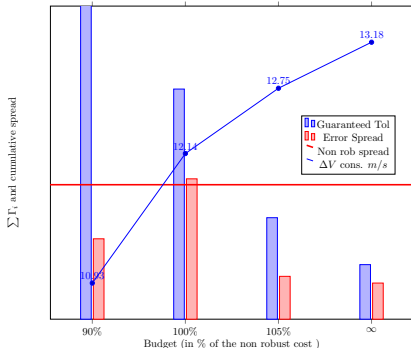
Errors on impulses firing time

Thrust mis-execution
Navigation errors

Conclusion

Errors on impulses firing time: numerical examples

ATV mission: 1 second errors



Semi-major axis	Eccentricity	Initial anomaly	mission duration
6763 km	0.0052	0	7200 s
$X_1 = [-30000 \ 5000 \ 8.154 \ 0]^T$		$X_1 = [-1000 \ 0 \ 0 \ 0]^T$	

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

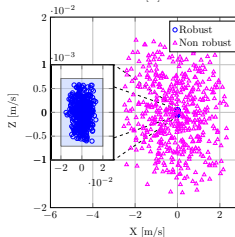
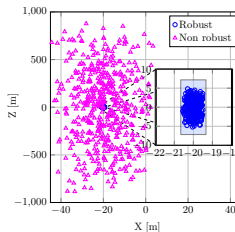
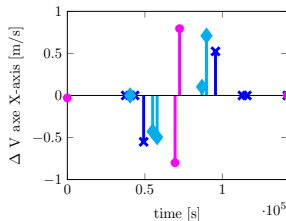
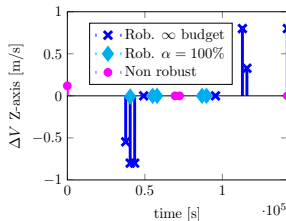
Errors on impulses firing time

Thrust mis-execution
Navigation errors

Conclusion

Errors on impulses firing time: numerical examples

Proba 3 mission: 1 second errors



Semi-major axis	Eccentricity	Initial anomaly	mission duration
37039 km	0.8	117 °	31872 s
$X_1 = [-5000 \ 0 \ 0 \ 0]^T$		$X_1 = [-20 \ 0 \ 0 \ 0]^T$	

Robust rendezvous planning under maneuver execution errors. A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution
Navigation errors

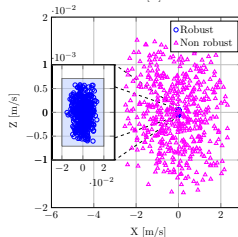
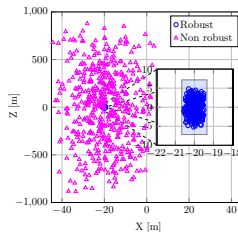
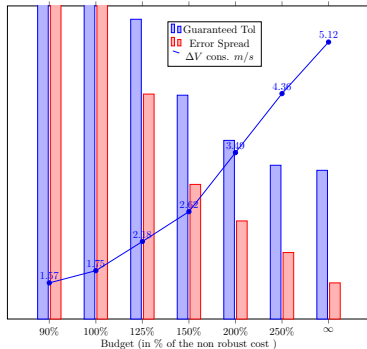
Conclusion

Table: Proba3 mission

Errors on impulses firing time: numerical examples

Proba 3 mission: 1 second errors

$\sum \Gamma_i$ and cumulative spread



Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution
Navigation errors

Conclusion

Semi-major axis	Eccentricity	Initial anomaly	mission duration
37039 km	0.8	117 °	31872 s
$X_1 = [-5000 \ 0 \ 0 \ 0]^T$		$X_1 = [-20 \ 0 \ 0 \ 0]^T$	

Table: Proba3 mission

Impulsion mis-execution

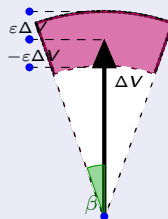
Errors description

- Uncertain orientation: where M_{rot} is The Cardan rotation matrix with small angles ($|\psi|, |\theta|, |\phi| \leq \beta$)

$$M_{rot} = \begin{bmatrix} 1 & -\psi_i & \theta_i \\ \psi_i & 1 & -\phi_i \\ -\theta_i & \phi_i & 1 \end{bmatrix}$$

- Uncertain amplitude: $|\lambda_i| \leq \varepsilon$

$$\Delta \tilde{V}_i = (1 + \lambda_i) M_{rot} \Delta V_i^*$$



Robust rendezvous planning under maneuver execution errors. A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution

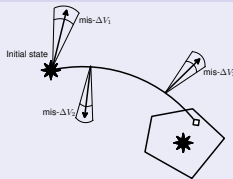
Navigation errors

Conclusion

- ▶ Mis-impulsion : $\Delta \tilde{V}_i = (1 + \lambda_i) M_{rot} \Delta V_i^*$

- ▶ Polytopic arrival set:

$$H\left(\mathbf{B}\Delta\tilde{V} + \Phi_{\mathbf{y}\mathbf{a}}(\nu_f, \nu_1)\tilde{X}(\nu_1) - \tilde{X}_f\right) \leq K$$



1. Uncertainties on the **B** matrix

$$\mathbf{B} = [\Phi_{ya}(\nu_f, \nu_1)BM_1 \quad \dots \quad \Phi_{ya}(\nu_f, \nu_N)BM_N] \text{ where } M_i = (1 + \nu_i)M_{\text{rot}}$$

$$M_i \in [M] = \mathbb{I}_3 + [-\overline{\delta M}, \overline{\delta M}] \text{ with } \overline{\delta M} = \begin{bmatrix} \varepsilon & (1+\varepsilon)\beta & (1+\varepsilon)\beta \\ (1+\varepsilon)\beta & \varepsilon & (1+\varepsilon)\beta \\ (1+\varepsilon)\beta & (1+\varepsilon)\beta & \varepsilon \end{bmatrix}$$

2. Uncertain polytopic RDV with $\|u\|_\infty \leq 1$:

$$H\Phi_{ya}(\nu_f, \nu_1)\tilde{X}(\nu_1) + H\mathbf{B}\mathbf{M}(u))\Delta\tilde{V} \leq K$$

3. Robust polytopic RDV condition

$$\Phi_{ya}(\nu_f, \nu_1) \tilde{X}(\nu_1) + H B \Delta \tilde{V} + \sum_{i=1}^N \sum_{j=1}^4 \left| H \Phi_{ya}(\nu_f, \nu_i) B M^j \Delta \tilde{V}_i \right| \leq K$$

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on
impulses firing
time

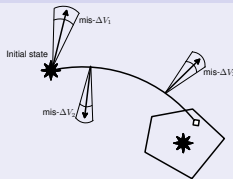
Thrust
mis-execution
Navigation
errors

Conclusion

Impulsion mis-execution

- ▶ Mis-impulsion : $\Delta \tilde{V}_i = (1 + \lambda_i) M_{rot} \Delta V_i^*$
- ▶ Polytopic arrival set:

$$H \left(B \Delta \tilde{V} + \Phi_{ya}(\nu_f, \nu_1) \tilde{X}(\nu_1) - \tilde{X}_f \right) \leq K$$



Robust rendezvous planning under maneuver execution errors. A worst case approach

**C. Louembet,
D. Arzelier,
G. Deaconu**

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution
Navigation errors

Conclusion

Robust counterpart, LP

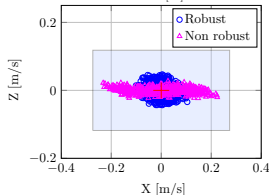
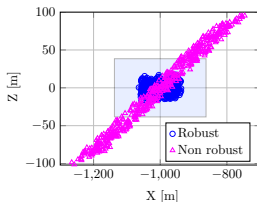
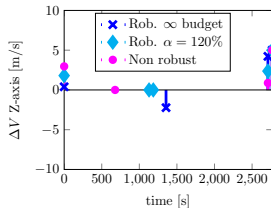
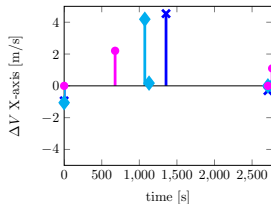
$$\begin{aligned} \min_{\Delta \tilde{V}} \quad & \sum_{i=1}^6 K_i \\ \text{w.r.t.} \quad & \left\{ \begin{array}{l} \Phi_{ya}(\nu_f, \nu_1) \tilde{X}(\nu_1) + H B \Delta \tilde{V} + \sum_{i=1}^N \sum_{j=1}^4 |H \Phi_{ya}(\nu_f, \nu_i) B M^j| Z_i \leq K \\ -Z_i \leq \Delta \tilde{V}_i \leq Z_i, \quad -\Delta \tilde{V}_i \leq Z_i \\ [Z_{3i+1}, Z_{3i+2}, Z_{3i+3}]^T \leq \overline{\Delta \tilde{V}}_{i+1}, \forall i \\ \|\Delta \tilde{V}\|_1 \leq \sum_{i=1}^{3N} Z_i \leq M_{\Delta V} \end{array} \right\} \end{aligned}$$

Saturation

ΔV-Budget

Impulses mis-execution : numerical examples

ATV mission: Magnitude errors 0.1% Orientation errors 1°



Semi-major axis	Eccentricity	Initial anomaly	mission duration
6763 km	0.0052	0	2767 s
$X_1 = [-30000 \ 5000 \ 8.154 \ 0]^T$		$X_1 = [-1000 \ 0 \ 0 \ 0]^T$	

Table: ATV mission

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution

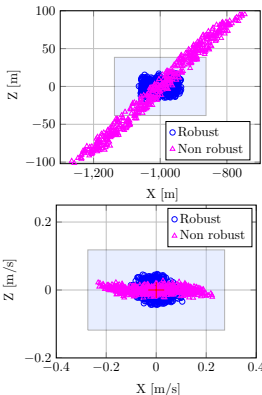
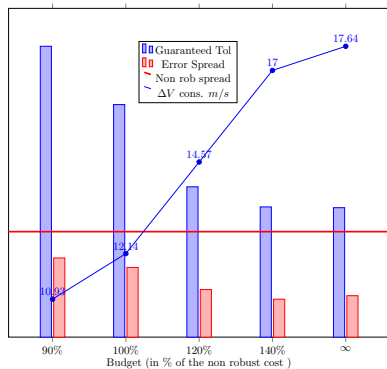
Navigation errors

Conclusion

Impulses mis-execution : numerical examples

ATV mission: Magnitude errors 0.1% Orientation errors 1°

$\Sigma \Gamma_i$ and cumulative spread



Semi-major axis	Eccentricity	Initial anomaly	mission duration
6763 km	0.0052	0	2767 s
$X_1 = [-30000 \ 5000 \ 8.154 \ 0]^T$		$X_1 = [-1000 \ 0 \ 0 \ 0]^T$	

Table: ATV mission

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

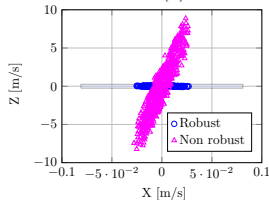
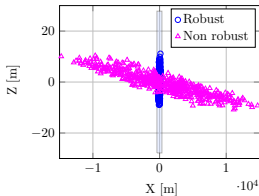
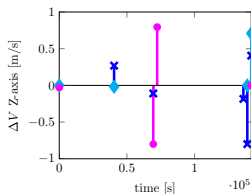
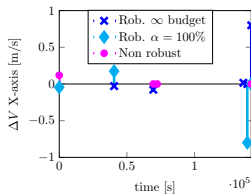
Thrust mis-execution

Navigation errors

Conclusion

Impulses mis-execution : numerical examples

Proba 3 mission: Magnitude errors 0.1% Orientation errors 1°



Semi-major axis	Eccentricity	Initial anomaly	mission duration
37039 km	0.8	0	141888 s
$X_1 = [-5000 \ 0 \ 0 \ 0]^T$		$X_1 = [-20 \ 0 \ 0 \ 0]^T$	

Table: Proba3 mission

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

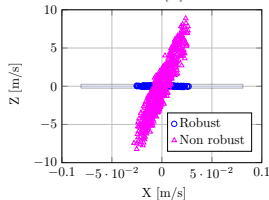
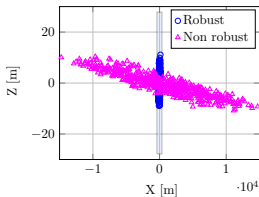
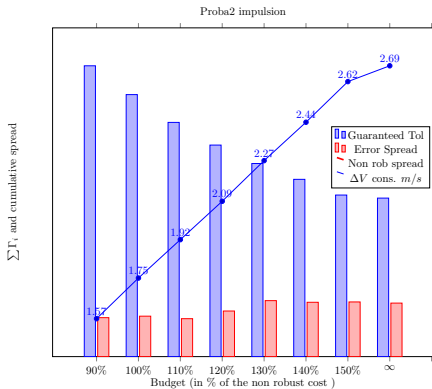
Thrust mis-execution

Navigation errors

Conclusion

Impulses mis-execution : numerical examples

Proba 3 mission: Magnitude errors 0.1% Orientation errors 1°



Semi-major axis	Eccentricity	Initial anomaly	mission duration
37039 km	0.8	0	141888 s
$X_1 = [-5000 \ 0 \ 0 \ 0]^T$		$X_1 = [-20 \ 0 \ 0 \ 0]^T$	

Table: Proba3 mission

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution

Navigation errors

Conclusion

Navigation errors

- ▶ Ellipsoidal uncertainties on initial state:

$$\tilde{X}_1 = \tilde{X}_1^* + P_u u, \quad u^T u \leq 1$$

- ▶ Arrival ellipsoidal tolerance subset:

$$\left\| R \left(B \Delta \tilde{V} - \tilde{X}(\nu_f) + \Phi_{ya}(\nu_f, \nu_1) \tilde{X}_1 \right) \right\|_2 \leq 1$$

Initial State



Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Minimal ellipsoidal tolerance subset

- ▶ The tolerance subset of minimum volume is independant from the optimized plan;
- ▶ The minimal tolerance subset can be computed from the uncertainties set on initial state and the propagation time:

$$Q^{-1} = P_u^T \Phi_{ya}(\nu_f, \nu_1)^T \Phi_{ya}(\nu_f, \nu_1) P_u$$

- ▶ The optimized plan only control the center of the propagated domain.
- ▶ The tolerance can be optimized by a feedback MPC approach [Deaconu13]¹

¹[Deaconu13], G. Deaconu *et al.*, Minimizing the effects of the navigation uncertainties on the spacecraft rendezvous precision Journal of Guidance, Control, and Dynamics, Vol. 37, No. 2 (2014), pp. 695-700. doi: 10.2514/1.62219

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution

Navigation errors

Conclusion

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time

Thrust mis-execution

Navigation errors

Conclusion

Rendezvous
guidance
problem

Convex and
Robust
Optimisation

Handling the
GNC system
errors

Errors on
impulses firing
time

Thrust
mis-execution

Navigation
errors

Conclusion

Concluding remarks

Used tools

- ▶ Interval analysis for error description and spread effect analysis
- ▶ Robust optimisation for setting tractable robust counterparts;

Obtained results

- ▶ Desensitized maneuver plans for thrusters system errors

$$\tilde{X}(\nu_f) = \Phi_{ya}(\nu_f, \nu_1) \tilde{X}_1 + \mathbf{B} \Delta \tilde{V}$$

- ▶ Certified tolerance set with respect to a fuel budget

Comments

- ▶ LP tools (tests on embedded CPU);
- ▶ Algorithms provide certified results for risk management ;
- ▶ Robustness price may be expensive.
- ▶ Submission to Journal of Guidance, Control and Dynamics

Robust rendezvous planning under maneuver execution errors.
A worst case approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous guidance problem

Convex and Robust Optimisation

Handling the GNC system errors

Errors on impulses firing time
Thrust mis-execution
Navigation errors

Conclusion

Robust
rendezvous
planning under
maneuver
execution errors.
A worst case
approach

C. Louembet,
D. Arzelier,
G. Deaconu

Rendezvous
guidance
problem

Convex and
Robust
Optimisation

Handling the
GNC system
errors

Errors on
impulses firing
time

Thrust
mis-execution
Navigation
errors

Conclusion

Thank You For Your Attention