

# **2022 13th Asian Control Conference (ASCC 2022)**

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# ASCC 2022



The 13th Asian Control Conference (Hybrid Style)

May 4-7, 2022 (Wed~Sat) International Convention Center, Jeju Island, Korea

<http://ascc2022.org>

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The 13th Asian Control Conference (ASCC 2022) will be held in a hybrid style in Jeju Island, Korea. As a main event of the Asian Control Association (ACA), ASCC provides researchers, engineers, and professionals worldwide with excellent opportunities to get together, exchange new findings and views, and discuss state-of-the-art technologies. ASCC 2022 will feature plenary talks, tutorials, peer reviewed regular and position/industrial papers, workshops, and exhibits. The past ASCCs include Tokyo (1994, the 1st), Seoul (1997), Shanghai (2000), Singapore (2002), Melbourne (2004), Bali (2006), Hong Kong (2009), Kaohsiung (2011), Istanbul (2013), Kota Kinabalu (2015), Gold Coast (2017), and Kitakyushu (2019).

Paper submission <http://sigongji.ascc2022.org>

## Key Dates

Regular paper submission	December 31, 2021 → <b>January 20, 2022</b>
Organized session/position papers	<b>January 31, 2022</b>
Decision notification	<b>February 18, 2022</b>
Final camera-ready paper submission	<b>March 18, 2022</b>
Early-bird registration close	<b>April 8, 2022</b>

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ASCC 2022 will be held in parallel with [the 9th International Electric Vehicle Expo \(IEVE\)](http://www.ievexpo.org), <http://www.ievexpo.org>. In this expo, emerging new techniques on electric vehicles, unmanned and autonomous technologies, and innovative research directions will be exhibited. ASCC attendees will be given a free access to IEVE.



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### Jeju Island: A gift from God that shines future's hope beautifully!

The Jeju Island is the only special self-governing province of South Korea. Its area is 1,848 km<sup>2</sup>, its population is about 600,000, and average temperature is 16 °C. It is a very beautiful and relaxing island of nature & myth. Receiving Halla Mountain's spirit and surrounding colors of nature's gift, Jeju Island of unique culture of Tamna raises an anchor towards the Pacific. As a resort and tourist destination, the island was selected as one of **the New 7 Wonders of Nature in 2011**. Previously, the island was certified by UNESCO Triple Crown in Natural Science as



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## TABLE OF CONTENTS

On the Peak of the Response of Structured Polytopic Linear Systems .....	1
<i>Graziano Chesi, Tiantian Shen</i>	
A Matrix Inequality Approach to Guaranteed Cost Control of a Nonlinear Bioreactor .....	20
<i>Tanagorn Jennawasin, Patchrapa Wongchai</i>	
Reduction in Command Generation Time for fNIRS-Based BCI .....	36
<i>M. N. Afzal Khan, Usman Ghaffoor, Dalin Yang, Keum-Shik Hong</i>	
Sleep Stage Classification Using Electroencephalography Via Mel Frequency Cepstral Coefficients .....	42
<i>Seong-Woo Woo, Min-Kyoung Kang, Bae-Jeong Park, Keum-Shik Hong</i>	
Graph Auto Encoder-Based Operation Performance Assessment Method and Its Application for Complex Industrial Process .....	48
<i>Lili Hao, Fei Chu, Shuangshuang Liao, Yang Xu, Fuli Wang, Xiaoping Ma</i>	
Operating Performance Assessment of Between-Mode Transitions for Multi-Mode Plant-Wide Process .....	53
<i>Xiaoyu Zou, Liang Hu, Fuli Wang, Yuqing Chang, Jie Pan, Fei Chu</i>	
SCD-CA: Stable Concept Drift Learning Based on Correlation Alignment for Streaming Data Forecasting .....	59
<i>Ge Yu, Zixiao Zhang, Xi Zhang</i>	
Comparison of Palm Oil Fresh Fruit Bunches (FFB) Ripeness Classification Technique Using Deep Learning Method .....	64
<i>Nurulaqilla Khamis, Hazlina Selamat, Shuwaibatulaslamiah Ghazalli, Nurul Izrin Md Saleh, Nooraini Yusoff</i>	
Machine Learning Prediction of Wellhead Growth in Gas Well During Production Stage .....	69
<i>Zool Hilmi Ismail, Ahmed Elfakharany, Abdul Rahim Risal</i>	
Reinforcement Learning Based Bi-Stage Control for Semi-Enclosed Berth .....	80
<i>Kun Hu, Weilin Li, Jing Wu, Chengnian Long, Shaoyuan Li</i>	
Model Free Adaptive Integral Sliding Mode Control Based on Disturbance Observer for a Class of SISO Nonlinear Discrete Systems .....	86
<i>Rui Xia, Dongya Zhao</i>	
Data-Driven Iterative Consensus Control of Distributed Interconnected Systems Based on Sliding Mode Method .....	92
<i>Dawei Zhang, Dongya Zhao</i>	
ESO-Based Data-Driven Iterative Learning Control with RBFNN for Nonlinear Batch Processes .....	98
<i>Naseem Ahmad, Shoulin Hao, Tao Liu</i>	
An Input-Mapping Based Online Learning Sliding Mode Control Strategy for Discrete-Time Uncertain Systems .....	104
<i>Yaru Yu, Dewei Li, Yaonan Guan</i>	
Real-Time Multi-Resource Jointed Scheduling of Container Terminals with Uncertainties Using a Reinforcement Learning Approach .....	110
<i>Renxin Zhong, Kexin Wen, Chilin Fang, Enming Liang</i>	

Data-Based Graphical Modeling with Applications in Data Propagation for Disaster Response .....	120
<i>Kota Sakazaki, Tielong Shen</i>	
Second-Order Quantized ILC for a Class of Nonlinear Nonaffine Systems .....	132
<i>Huimin Zhang, Ronghu Chi</i>	
Iterative Learning Control for High Speed Trains with Nonuniform Operation Lengths.....	137
<i>Shuai Gao, Dong Shen</i>	
Prediction of Outlet SO <sub>2</sub> Concentration Based on a Novel CNN-LSTM Model.....	143
<i>Kun Sun, Xiaohong Yin, Xinli Wang, Lin Cui, Mingjun Shao, Youliang Yu</i>	
Perfect Tracking of Second-Order Hyperbolic Impulsive Linear Distributed Parameter Systems Based on Iterative Learning Control .....	156
<i>Jing Wu, Xisheng Dai, Senping Tian</i>	
Smart Shoe for Predicting Knee Abduction Moment.....	162
<i>Palawich Giraruchataporn, Kittipong Ekkachai, Pantita Peuchpen, Sura Kijpaiboonwat, Waree Kongprawechnon, Shoichi Hasegawa</i>	
Adaptive Tracking Control of Quadrotor UAV with Electromagnetic Attacks .....	167
<i>Wei Yue, Yibo Zhao, Liyuan Wang</i>	
Pose-Aware Object Recognition on a Mobile Platform Via Learned Geometric Representations.....	175
<i>Csaba Beleznai, Philipp Ausserlechner, Andreas Kriegler, Wolfgang Pointner</i>	
Modified Adaptive Neural Sliding Mode Control for Active Power Filter.....	191
<i>Shixi Hou, Shili Fu, Cheng Wang, Jing Wang, Ao Lian, Yundi Chu</i>	
A Stochastic Jump Model for Epidemics with Demography, and Confinement and Vaccination Controls: Safety Zones and Algorithms .....	197
<i>Dan Goreac, Juan Li, Boxiang Xu</i>	
System Reduction Using Continued Fraction Method to Allow Retention of Dominant Modes.....	203
<i>A. K. Prajapati, S. Mamidala, S. Ravada, C. Mutta</i>	
Dual-Mode Infinite Horizon Constrained Model Predictive Control Parameterized in Terms of Laguerre Polynomials.....	209
<i>C. U. Dogruer</i>	
Stability Condition for a Class of Finite Memory Integral-Model Predictive Control .....	215
<i>C. U. Dogruer</i>	
Versatile Solutions for the Combine Harvester Header Height Control Problem .....	221
<i>Robin De Keyser, Isabela Roxana Birs, Dana Copot, Mihaela Ghita, Cristina Ioana Muresan, Clara Mihaela Ionescu</i>	
Enhancing Monitoring Performance of Pharmaceutical Processes Using Dual-Attention Latent Dynamic Conditional State-Space Model .....	227
<i>Yi Shan Lee, Junghui Chen</i>	
Quadrotor Attitude Control Based on Deep Deterministic Policy Gradient with Hindsight Experience Replay.....	233
<i>Sangmin Lee, Seong-Hun Kim, Hanna Lee, Youdan Kim</i>	
Wavelet Fuzzy Neural Network Super-Twisting Control .....	239
<i>Juntao Fei, Jie Zhuo</i>	

Control and Simulation Test of an Unmanned Aerial Vehicle .....	244
<i>Kranthi Kumar Deveerasetty, Kochi Oka, Akinori Harada, Yimin Zhou</i>	
An Improved Unknown Input Observer Design for Fuzzy Bilinear Systems .....	252
<i>Jun Yoneyama</i>	
Consensus of Input Constrained Linear Multi-Agent Systems by Centralized Event-Triggered Strategy with Directed Networks .....	263
<i>Meilin Li, Yue Long, Tieshan Li</i>	
Dissipative Analysis for Fractional-Order Complex-Valued Reaction-Diffusion Neural Networks.....	269
<i>Xiangliang Sun, Xiaona Song</i>	
Intermittent Dynamic Event-Triggered Control for Linear System with Quantized Input .....	274
<i>Yang Gu, Mouquan Shen</i>	
Impulsive Pinning Synchronization on Lur'e Dynamical Networks with Hybrid Time-Varying Delays.....	280
<i>Zhihua Wang, Dong Ding, Ze Tang</i>	
State Estimation of Fractional-Order Memristor-Based Neural Networks with Probabilistic Time-Varying Delay .....	286
<i>Haibo Bao, Jianwei Wu</i>	
Robust Attitude Sampled-Data Control for Flexible Spacecraft Under Randomly Missing Measurements and Attacks.....	292
<i>S. Arunagirinathan, T. Saravanakumar, T. H. Lee</i>	
Analysis of Closed-Loop Inertial Gradient Dynamics .....	298
<i>Subhransu S. Bhattacharjee, Ian R. Petersen</i>	
On Discrete-Time Partial Averaging .....	306
<i>Hengchang Liu, Zeyu Li, Gijo Sebastian, Ying Tan, Denny Oetomo</i>	
Approximation of Commensurate Fractional-Order Systems Using Colliding Bodies Optimization .....	312
<i>Chhabindra Nath Singh, Deepak Kumar, Paulson Samuel, Akhilesh Kumar Gupta, Victor Sreeram</i>	
Resonant Finite Control Set Model Predictive Control of Single Phase Boost Rectifier in Stationary Reference Frame.....	316
<i>Junaid Saeed, Liuping Wang, Nuwantha Fernando</i>	
Repetitive Control of EV Battery Charger in Single-Phase Vehicle-To-Grid (V2G) Mode .....	322
<i>Junaid Saeed, Liuping Wang, Nuwantha Fernando</i>	
Hybrid Time-Energy Optimal Trajectory Planning for Robot Manipulators with Path and Uniform Velocity Constraints .....	334
<i>Wenchuang Sang, Ning Sun, Chenglin Zhang, Zehao Qiu, Yongchun Fang</i>	
Traffic Information-Based Energy Optimization Algorithm for Parallel Hybrid Electric Vehicles.....	349
<i>Sufan Zhao, Mingxin Kang, Zeyu Chen</i>	
MPC Based Energy Management Strategy with On-Board Parameter Identification .....	357
<i>Bo Zhang, Fuguo Xu, Tielong Shen</i>	

A Data-Driven Real Time Energy Management Strategy for Fuel Cell Hybrid Vehicle in the Connected Environment .....	363
<i>Zeyi Wei, Qiang Fu, Mingxin Kang, Yahui Zhang</i>	
Optimal Control Strategy of Connected Vehicles in Urban Environment with Platoon Mechanism.....	371
<i>Yao Zhang, Jiangyan Zhang, Bin Dong</i>	
Integral Barrier Lyapunov Functions-Based Adaptive Control of Uncertain Nonlinear Systems with Unknown Control Directions and State Constraints.....	376
<i>Jie Zhang, Wanyue Jiang, Shuzhi Sam Ge</i>	
An Improved Security OLSR Protocol Against Black Hole Attack Based on FANET .....	383
<i>Shanyao Ren, Dongyu Li, Qinglei Hu, Yizhong Liu, Jianwei Liu</i>	
A Time-Synchronized Convergence Property .....	389
<i>Shang Tong, Ruihang Ji, Dongyu Li, Qinglei Hu</i>	
Adaptive Tracking Control of Nonholonomic Mobile Robots with Input Constraints and Unknown Disturbance.....	396
<i>Zhonghao Zhang, Wanyue Jiang, Shuzhi Sam Ge</i>	
Adaptive Second-Order Fast Nonsingular Terminal Sliding Mode Control for a Tilting Quadcopter.....	403
<i>Ruihang Ji, Dongyu Li, Jie Ma</i>	
Decentralized Robust Control for Internet of Connected Vehicles Against Cyber-Attacks.....	409
<i>Wei Yue, Xiangjun Guo, Zhongchang Liu, Liyuan Wang, Cunming Zou</i>	
Enhanced Password Protection Mechanism for Debug Interface Connection on ECU.....	415
<i>Kyung Su Lee</i>	
Autonomous Landing on Moving Targets Using LiDAR, Camera and IMU Sensor Fusion.....	419
<i>Hamidreza Raei, Youngjoon Cho, Kyihwan Park</i>	
Kriging Weighting Model of Network RTK for Ground Vehicle on Rainy Day .....	424
<i>Bu-Gyeom Kim, Changdon Kee</i>	
Localization Method for Missing Information in Autonomous Vehicle Using LSTM and UKF Approaches.....	429
<i>Muhammad Rifqi Rafian Putra, Yolanda Tania Mulyadi, Yul Yunazwin Nazaruddin, Fadillah Adamsyah Maani</i>	
An Effective Local Path Planning Algorithm for Intelligent Vehicle in Complex Environment .....	435
<i>Chunlai Yan, Cong Xu, Pengxin Tian, Kai Sun</i>	
Gentle Normalization and Translation in Graph Neural Network for Few-Shot Learning .....	443
<i>Lingchang Kong, Yu Hui, Kaiquan Cai</i>	
Fast Blockwise Matrix-Matrix Multiplication Using AVX and Prefetching on Shared Memory .....	448
<i>Nwe Zin Oo, Panyayot Chaikan</i>	
An Efficient Face Gender Detector on a CPU with Multi-Perspective Convolution.....	453
<i>Adri Priadana, Muhamad Dwisnanto Putro, Kang-Hyun Jo</i>	
High-Resolution Network with Attention Module for Human Pose Estimation .....	459
<i>Tien-Dat Tran, Xuan-Thuy Vo, Duy-Linh Nguyen, Kang-Hyun Jo</i>	



Analysis of Rule-Based and Shallow Statistical Models for COVID-19 Cough Detection for a Preliminary Diagnosis .....	465
<i>Arshia Arif, Eisa Alanazi, Ayesha Zeb, Waqar Shahid Qureshi</i>	
A Novel Robust Variable Selection Algorithm for Multilayer Perceptron.....	470
<i>Yongshi Liu, Runmo Wang, Jianjun Zhao, Kai Sun</i>	
Hybrid-Impulses-Based Control for Exponential Stability of Inertial Delayed Neural Networks Using Average Impulsive Gain Strategy .....	476
<i>Shiyu Dong, Hong Zhu, Kaibo Shi, Shouming Zhong, Yuping Zhang</i>	
A Variable Selection and Structure Optimization Algorithm for Online Sequence Extreme Learning Machine.....	482
<i>Yadong Zhao, Tao Sun, Jianjun Zhao, Kai Sun</i>	
Reduced Computation for Extreme Learning Machine Based on Cholesky Factorization .....	488
<i>Ignatius Prasetya Dwi Wibawa, Carmadi Machbub, Arief Syaichu Rohman, Egi Hidayat</i>	
A PV Fault Diagnosis Framework Based on Asynchronous Federated Learning .....	494
<i>Qi Liu, Bo Yang, Zhaojian Wang, Xinyi Wang, Dafeng Zhu, Xinpeng Guan</i>	
Longitudinal Aerodynamic Parameters Estimation Using Machine Learning with Neuro Artificial Bee Colony Fusion Algorithm (NABC).....	500
<i>Prashant Kumar, Sarvesh Sonkar, Riya Catherine George, Ajoy Kanti Ghosh, Deepu Philip</i>	
Adaptive Finite-Time Synchronization of Memristive Neural Networks with Unknown Parameters Via Sliding Mode Control .....	506
<i>Jie Gao, Tianyuan Jia, Xiangyong Chen, Feng Zhao</i>	
Adaptive Tracking Differentiator Control for Nonlinear Stochastic Systems .....	512
<i>Yan-Li Liu, Li-Ying Hao</i>	
Adaptive Fuzzy Cooperative Control for Multiple Non-Affine Nonlinear Leader-Following Systems Under Switching Communication Networks.....	518
<i>Kaihan Xu, Xiaona Yang, Xin Wang, Xian Zhang</i>	
Reachable Set Estimation of Neural Networks with Stochastic Sampled-Data .....	524
<i>Te Yang, Zhen Wang, Guoliang Chen, Jianwei Xia</i>	
Extended Dissipative Non-Fragile Event-Triggered Control for semi-Markovian Jump Systems with Randomly Occurring Uncertainties .....	530
<i>Yuzhen Liu, Fang Fang, Jiayu Li, Yajuan Liu</i>	
Event-Triggered Controller for Synchronization of Chaotic Neural Networks Using Clock-Dependent Lyapunov Functionals .....	536
<i>Seungyong Han, Sangmoon Lee, Ju H. Park</i>	
$H_\infty$ Control of Linear Uncertain Systems with Positivity Constraints .....	542
<i>Nachuan Yang, Yuzhe Li, Ling Shi</i>	
Output Synchronization of Discrete-Time Heterogeneous Network.....	558
<i>Xin Mao, Dan Wang, Wei Chen, Li Qiu</i>	
Distributed Tube-Based Predictive Control of Vehicle Platoons Via Disturbance Compensation .....	563
<i>Yanghui Feng, Jianbin Mu, Defeng He</i>	

EID-Based Finite-Time Nonsingular Fast Terminal Sliding Mode Control of Autonomous Farming Vehicle .....	579
<i>Ting Zhang, Xiaohong Jiao, Yahui Zhang</i>	
A Hybrid Approach for State of Charge Estimation of Lithium-Ion Battery .....	585
<i>Lin He, Xingwen Hu, Yangyang Wang, Yujiang Wei, Mingwei Wang, Qin Shi</i>	
Energy Management for a Series-Parallel Plug-In Hybrid Electric Truck Based on Reinforcement Learning .....	590
<i>Zimeng Wang, Jun Xie, Mingxin Kang, Yahui Zhang</i>	
Identification and Evaluation of Blast Furnace Condition Based on Spatio-Temporal Feature Extraction .....	601
<i>Zheyi Zhang, Weihua Cao, Wenshuo Song, Wenkai Hu, Min Wu</i>	
Rate of Penetration Prediction Using Hybrid Gaussian Process Regression Model with ARD Structure in Geological Drilling Process .....	607
<i>Xiao Wu, Xuzhi Lai, Jie Hu, Xin Chen, Weihua Cao, Min Wu</i>	
Axial-Torsional Coupled Drill-String Vibration Analysis Based on the Bit-Rock Interaction Model Considering the Drilling Fluid Factor .....	613
<i>Hengyu Huang, Min Wu, Chengda Lu, Weihua Cao, Xin Chen</i>	
GNG-Based NSGA-III for Deviation Correction Trajectory in Vertical Geological Drilling Process .....	619
<i>Jiafeng Xu, Xin Chen, Weihua Cao, Min Wu</i>	
Design, Control and Implementation of an Intelligent Material Handling Robot .....	625
<i>Ning He, Kai Zhang, Jia-Xuan Chen, Shuo-Ji Chen, Yu-Heng Hao</i>	
Multi-Fault Diagnosis of Hydraulic Systems Based on Fully Convolutional Networks .....	631
<i>Peng Zhang, Wenkai Hu, Weihua Cao, Luefeng Chen, Min Wu</i>	
A Robust Self-Tuning PID-Type Control for Time-Varying Process in the Pharmaceutical Industry.....	637
<i>Mihaela Ghita, Dana Copot, Maria Ghita, Isabela Birs, Cristina Muresan, Robin De Keyser, Clara M. Ionescu</i>	
Tensor Slow Feature Analysis for Monitoring Batch Process .....	643
<i>Jingxiang Liu, Junhui Chen, Guoqing Mu</i>	
A Dynamic Charging Schedule Model for Electric Vehicle Battery Swapping Stations with Multiple Battery Types.....	649
<i>Jiali Wu, Hao Wu, Yong Su, Na Wang, Xia Li, Grantham Kwok Hung Pang</i>	
Patch Variational Autoencoder-Based Industrial Defect Detection .....	674
<i>Yanqing Yang, Jianxu Mao, Yaonan Wang, Hui Zhang, Xianen Zhou, Yurong Chen</i>	
Fastener Counting Method with an Improved Blendmask .....	678
<i>Kexin Qi, Qing Zhu, Xianen Zhou, Yaonan Wang, Jia Feng</i>	
MA-UNet++: A Multi-Attention Guided U-Net++ for COVID-19 CT Segmentation.....	682
<i>Kun Liu, Junfei Xie, Mei Chen, Haiyong Chen, Weipeng Liu</i>	
Compact and Efficient Feature Representation for Defect in Hot Rolled Strip steel:A Postion Paper.....	688
<i>Jiaojiao Su, Qiwu Luo, Chunhua Yang</i>	
Machine Learning-Based GPS Multipath Detection Method Using Dual Antennas.....	691
<i>Sanghyun Kim, Jungyun Byun, Kwansik Park</i>	

Active Disturbance Rejection Current Control Strategy of Flyback Inverter Based on Reference Current Feedforward .....	704
<i>Tianrun Liu, Yunjian Peng, Yeteng Wang</i>	
Distributed Point-To-Point Iterative Learning Control for Nonlinear Multi-Agent Systems .....	712
<i>Xingding Zhao, Youqing Wang</i>	
Priority-Based Strategy for Multi-Objective Steady-State Optimization in Double-Layer Model Predictive Control.....	720
<i>Haojie Sun, Tao Zou, Jingyang Wang, Zhijia Yang, Hongyu Zheng</i>	
Automated Feature Engineering for Fraud Prediction in Online Credit Loan Services .....	738
<i>Shengbo Chang, Changqi Wang, Cheng Wang</i>	
Disturbance Observer-Based Robust Speed Control of Autonomous In-Wheel Driven Electric Vehicle .....	744
<i>Byeongwan Jang, Seungho Han, Yonghun Kim, Kyung-Soo Kim</i>	
A Routing Method for Ridesharing Service by Applying CPLEX.....	766
<i>Van Manh Tran, Thi Hong Nhan Vu</i>	
Lateral and Roll Vibration Reduction by Using a Semi-Active Magnetorheological Damper in a High Speed Capsule Train.....	808
<i>Jinho Lee, Jungyoul Lim, Wonhee You</i>	
Multiple Imputation Based on Bayesian Principal Component Analysis and Bootstrap.....	817
<i>Ying Liu, Yunchong Li, Long Chen, Jun Zhao, Wei Wang</i>	
Equipment Health State Assessment Based on MIC-XGBoost.....	823
<i>Lingyun Sun, Ningyun Lu, Xianfeng Meng</i>	
Machine Learning-Based Soft Measurement Method in the Dense Process of Hydrometallurgy.....	829
<i>Kang Li, Hualu Zhang, Lianyu Wang, Chenyu Fang</i>	
Deep Learning-Based Unmanned Aerial Vehicle Control with Hand Gesture and Computer Vision .....	835
<i>Farhat Naseer, Ghufuran Ullah, Muhammad Aleem Siddiqui, Muhammad Jawad Khan, Keum-Shik Hong, Noman Naseer</i>	
Unmanned Aerial Vehicle Control by Eye-Tracking Using Computer Vision and Machine Learning .....	841
<i>Zonaira Munir, Muhammad Aleem Siddiqui, Ghufuran Ullah, Muhammad Jawad Khan, Keum-Shik Hong, Noman Naseer</i>	
Performance Analysis of Machine Learning Algorithms for EMG-Based Gestures.....	846
<i>Muhammad Arqum Razaq, Noman Naseer, Hammad Nazeer, Muhammad Jawad Khan, Keum-Shik Hong, Ghufuran Ullah</i>	
EMG Signals Based Gesture Recognition Accuracy Improvement by Machine Learning Classifiers/Algorithms.....	851
<i>Jamila Akhter, Noman Naseer, Anum Rashid, Muhammad Jawad Khan, Keum-Shik Hong, Ghufuran Ullah</i>	
EMG-Based Control of Wheel Chair .....	857
<i>M Wajahat Sohail Gondal, Noman Naseer, Afzaal Ahmed Khan, Ayesha Salman, Qasim Nisar, Hammad Nazeer, Muhammad Jawad Khan, Usman Ghafoor, Keum-Shik Hong</i>	
LADRC Design Based on Disturbance Response Specification for the Second Order Plant.....	863
<i>Ryo Tanaka, Momoko Toyota, Toa Fujimoto</i>	

Finite-Time Motion Planning of Multi-Agent Systems with Collision Avoidance.....	869
<i>Yilei Jiang, Dongkun Han</i>	
Sum-Of-Squares Program and Safe Learning on Maximizing the Region of Attraction of Partially Unknown Systems.....	875
<i>Dongkun Han, Hejun Huang</i>	
Real Time Trajectory Generation of Mars Entry Using Legendre Pseudo-Spectral Method.....	882
<i>Aparna A J, Shriram Swaminathan, Sreeja S.</i>	
$H_\infty$ Fault Estimator for Parabolic Systems with Time-Varying Delays and Sensor Faults.....	889
<i>Mathiyalagan Kalidass, Ragul Ravi, Ju H. Park</i>	
Bayes-Optimal Solution for Environmental Prediction Using Human Sensitivity.....	895
<i>Yohei Saika, Masahiro Nakagawa</i>	
A Singular Perturbation Approach to Adaptive Sliding Mode Control.....	901
<i>Arnold Tshimanga Banza</i>	
Predicting the Motion of the End Effector in a Flexible Interconnected Manipulator with Neural Networks.....	907
<i>Muhammad Adel, Sabah M. Ahmed, Mohamed Fanni</i>	
Outlier-Robust Constrained State Estimation Via $\ell_1$ and Huber Penalization.....	914
<i>Natnael S. Zewge, Jamal Ahmed, Hyochoong Bang</i>	
Event-Based Distributed Filtering with Multiplicative Measurement Noise and Correlated Additive Noises.....	920
<i>Swapna Challagundla, Shaikshavali Chitraganti, Prashant Wali</i>	
Combination of Elman Neural Network and Kalman Network for Modeling of Batch Distillation Process.....	926
<i>Adi Novitarini Putri, Carmadi Machbub, Egi Muhammad Idris Hidayat</i>	
Total Least Squares Estimation for Motion-Induced Extrinsic Calibration in Multi-Robot Systems.....	934
<i>Ming Li, Zhiyong Sun</i>	
Control Using Q-Learning for Networked Coordination Games.....	941
<i>Bo Jin, Ming Cao</i>	
Cluster Assignment in Multi-Agent Systems.....	947
<i>Miel Sharf, Daniel Zelazo</i>	
The H-Property of Line Graphons.....	953
<i>Mohamed-Ali Belabbas, Xudong Chen, Tamer Basar</i>	
An Iterative Method for Inverse Optimal Control.....	959
<i>Zihao Liang, Wanxin Jin, Shaoshuai Mou</i>	
Constrained Zonotopic Kalman Filtering Based State Estimation Algorithm for Nonlinear System Under Unknown Disturbance.....	965
<i>Ziyun Wang, Yacong Zhan, Yan Wang</i>	
State Estimation with Differential Privacy Under Scale Enlargement of the Sensor Network.....	971
<i>Xinqi Yan, Chao Yang</i>	

Sensorless Control of PMSM Via Extended State Interconnected Observer .....	979
<i>Kang Wu</i>	
Semi-Global Bipartite Consensus for Heterogeneous Multi-Agent Systems with Input Saturation .....	985
<i>Zhuofan Fu, Zhiyun Zhao</i>	
Terrain-Assisted Navigation of Long-Range AUV Based on Intelligent Particle Filter .....	991
<i>Xiujun Chai, Yuanlong Li, Lei Qiao</i>	
Discrete Artificial Bee Colony Algorithm for the Distributed Resource Constrained Hybrid Flowshop Problem.....	999
<i>Xin-Rui Tao, Bao-Jiang Wu, Quan-Ke Pan</i>	
Solving Heterogeneous Distributed No-Wait Flow Shop Scheduling Problems by a Cooperative Multi-Objective Algorithm.....	1004
<i>Qingqing Zeng, Junqing Li</i>	
A Knowledge-Driven Ant Colony Algorithm for Solving Order Scheduling Problems .....	1010
<i>Ying Hou, Xinyu Guo, Honggui Han</i>	
An Improved Artificial Bee Colony Algorithm for Assembly Line Balancing Problem of Electric Vehicle .....	1016
<i>Zifan Wang, Xinwei Wu, Kaizhou Gao, Hua Jiang</i>	
Robust Multi-Objective Particle Swarm Optimization Algorithm Based on Hybrid Metric.....	1021
<i>Hao Zhou, Yanting Huang, Honggui Han</i>	
Gaussian Process-Assisted Evolutionary Algorithm for Constrained Expensive Multi-Objective Optimization.....	1027
<i>Haofeng Wu, Jinliang Ding, Qingda Chen</i>	
Security Sliding Mode Control for Interval Type-2 Fuzzy Systems Under Hybrid Cyber-Attacks .....	1033
<i>Yekai Yang, Bei Chen, Kun Xu, Yugang Niu</i>	
Resilient Online Distributed Optimization Algorithm Against Byzantine Attacks.....	1039
<i>Lili Li, Xi Li, Fei Teng</i>	
New Empirical Path Loss Model for HSR .....	1045
<i>Selvi Lukman, Yul Yunazwin Nazaruddin, Bo Ai, Endra Joelianto</i>	
Failure-Robust Multi-Robot Tasks Planning Under Linear Temporal Logic Specifications .....	1052
<i>Feifei Huang, Xiang Yin, Shaoyuan Li</i>	
Predictive Control of Network Control Systems with Unknown Transmission Delay Via LSTM Network.....	1060
<i>Tao Chen, Lei Wang, Zhitao Liu, Hongye Su</i>	
Fractional Order Modeling and Internal Model Control of Dielectric Elastomer Actuator.....	1068
<i>Zhichao Xu, Jundong Wu, Yawu Wang</i>	
Staff Lines Removal Based on Naive Bayesian Model.....	1073
<i>Zhe Xiao, Xin Chen, Li Zhou, Ziyang Zhang</i>	
Dynamic Expression Recognition-Based Quantitative Evaluation of Teaching Validity Using Valence-Arousal Emotion Space.....	1079
<i>Min Li, Luefeng Chen, Min Wu, Witold Pedrycz, Kaoru Hirota</i>	

Facial Expression Recognition Based on Multi-Scale Convolutional Vision Transformer.....	1084
<i>Cheng-Shan Jiang, Zhen-Tao Liu</i>	
A Hybrid Model for Photo-Responsive Liquid Crystal Elastomer Actuator.....	1090
<i>Jundong Wu, Yawu Wang, Wenjun Ye, Chun-Yi Su</i>	
Multi-Agent Cooperative Strategy Learning Method Based on Transfer Learning .....	1095
<i>Beinuo Huang, Xin Chen, Yipu Sun, Wenpeng He</i>	
Performance Analysis of Acceleration Estimation Effect on a Cartesian Time-Delayed Controller for a Robot Manipulator .....	1101
<i>Seul Jung, Joon Woo Lee</i>	
Hybrid Impedance Force Tracking Control of a Robot Manipulator Under Non-Model Dynamics and Nonlinear Uncertainties .....	1108
<i>Seul Jung, Joon Woo Lee</i>	
Loop Closure Detection with Incremental Proximity Graph and Multi-Words Quantization .....	1114
<i>Lijun Zhang, Weisheng Yan, Huiping Li, Bufang Li</i>	
Experiment of Cooperative Transportation Using Multi-Robots by Multi-Agent Deep Deterministic Policy Gradient.....	1120
<i>Kazuhi Murata, Kenta Miyazaki, Nobutomo Matsunaga</i>	
Data Augmentation Method Based on Feature Extraction for Improving Classification Performance of CNN .....	1126
<i>Eun Kyeong Kim, Jin Yong Kim, Baekcheon Kim, Sungshin Kim</i>	
Development of a Finishing Robot System .....	1138
<i>Koichiro Hayashi, Hiroki Murakami</i>	
A Basic Study on Trajectory Accuracy Improvement of Hydraulic Excavator by Learning Control .....	1143
<i>Kohtaro Kosaka, Takashi Yoshimi, Takeya Izumikawa, Takashi Umeda</i>	
Study on Clothing Classification by Machine Learning for Folding System Using Two Omnidirectional Robots with Single Arm .....	1148
<i>Tran Thanh Khoa, Takashi Kawamura</i>	
Disturbance Observer-Based Adaptive Fault-Tolerant Control of an Electro-Hydraulic Actuator with Output Constraint .....	1156
<i>Van Du Phan, Kyoung Kwan Ahn</i>	
Observer-Based Adaptive Fuzzy Controller for Pneumatic Active Suspension with Displacement Constraint and Actuator Failures.....	1161
<i>Cong Minh Ho, Cong Hung Nguyen, Kyoung Kwan Ahn</i>	
Fault-Tolerant Control for a Pump-Controlled Electro-Hydraulic System.....	1167
<i>Hoai-An Trinh, Hoai-Vu-Anh Truong, Kyoung-Kwan Ahn</i>	
A Finite Time Tracking Control for Manipulators Using New Adaptive Fast Terminal Sliding Mode Surface. ....	1179
<i>Quoc Hung Hoang, Kyoung Kwan Ahn</i>	
Cluster Consensus in Multi-Partitioned Matrix Weighted Graphs .....	1184
<i>Gopika R., V. Resmi, Rakesh R. Warier</i>	

Matrix-Weighted Consensus Algorithms for Euler-Lagrange Systems .....	1190
<i>Minh Hoang Trinh, Hieu Minh Nguyen, Quoc Van Tran, Hyo-Sung Ahn</i>	
A Consensus-Based Approach for Economic Dispatch Considering Multiple Fueling Strategy of Electricity Production Sector Over a Smart Grid .....	1196
<i>Ijaz Ahmed, Muhammad Rehan, Keum-Shik Hong, Abdul Basit</i>	
Formation Specification Control Based on Infinitesimal Sign Rigidity in 3-D Space .....	1202
<i>Seong-Ho Kwon, Zhiyong Sun, Brian D. O. Anderson, Hyo-Sung Ahn</i>	
Prescribed-Time Bipartite Average Consensus of Multi-Agent Systems with Cooperative-Competitive Interactions .....	1210
<i>Yue Wu, Shunwei Hu, Xiangyong Chen, Feng Zhao</i>	
Ultrahigh-Speed Stealth Walking on Zero-Friction Floating Island Based on Horizontal and Vertical Ground Reaction Force Control.....	1221
<i>Runyu Liu, Fumihiko Asano, Yanqiu Zheng, Cong Yan</i>	
Water Surface Walking and Gait Efficiency Analysis of Legged Locomotion Robot Equipped with Floats on Feet .....	1227
<i>Yuetong He, Fumihiko Asano, Yanqiu Zheng, Cong Yan</i>	
Hopf Bifurcation in a Delayed Epidemic Model with Vaccination.....	1246
<i>Toshikazu Kuniya</i>	
Observers for $2 \times 2$ Hyperbolic Systems with Coupled Nonlocal Boundary Condition .....	1250
<i>Hideki Sano</i>	
A Multi-Objective State-Feedback Synthesis for Infinite-Dimensional Systems Based on Linear Operator Inequalities in the Conjugate Space.....	1256
<i>Izumi Masubuchi</i>	
Stabilization of a Wave Equation and a Scalar ODE by a Single Input .....	1264
<i>Daisuke Tsubakino</i>	
ASPR Based Adaptive Anti-Windup Control for Adaptive Output Feedback Control with PFC and Adaptive Feedforward Input.....	1276
<i>Yongjie Yu, Sadaaki Kunitatsu, Ikuro Mizumoto</i>	
Soft Sensor Unit for Measurement of Large Scale Multi-Axis Force .....	1290
<i>Eunseok Song, Seongbin An, Hyunjin Choi, Kyoungchul Kong</i>	
Control of Nonlinear Mechatronic Systems with Context-Dependent Varying Dynamics .....	1296
<i>Isabela Roxana Birs, Clara Mihaela Ionescu, Robin De Keyser, Cosmin Copot, Cristina Ioana Muresan, Bogdan Muresan, Constantin Florin Caruntu</i>	
Optimal Mechanical Design of Half-Car Vehicle Suspension System Components.....	1302
<i>C. U. Dogruer</i>	
A Current Balancing Method of Two-Phase Soft Starter for Three-Phase Induction Motor Drive System Without Current Sensor .....	1309
<i>Dae-Young Yang, Tae-Hoon Kim, Tae-Ho Oh, Young-Seok Kim, Sang-Hoon Lee, Dong-Il Dan Cho</i>	
Vector Control of IPMSM Used in Electric Vehicles .....	1317
<i>Hassam Muazzam, Mohamad Khairi Ishak, Athar Hanif, A. I. Bhatti, Nor Ashidi Mat Isa, Muhammad Nasiruddin Mahyuddin</i>	

Adaptive Reference for Idle Speed Control of an SI Engine Using Auxiliary Load Trajectory Prediction .....	1322
<i>Deepak Mandloi, Alok Kanti Deb</i>	
Precise Missile Autopilot Design Using Nonlinear Sliding Mode Control .....	1330
<i>Jingxian Liao, Hyochoong Bang</i>	
Revisiting the F-8 Aircraft Control Problem with Dynamic Programming.....	1336
<i>Auralius Manurung, Lisa Kristiana, Niken Syafitri, Nur Uddin</i>	
Prescribed Performance Adaptive Fault-Tolerant Control for a Manipulator .....	1341
<i>Duc Thien Tran, Thien Quang Nguyen</i>	
Fault-Tolerant Sliding Mode Controller for a 4 Degree of Freedom Robotic Manipulator.....	1347
<i>Duc Thien Tran, Thien Quang Nguyen</i>	
Remove the Motion Artifacts in fNIRS Using Neural Networks .....	1359
<i>Ruisen Huang, Dalin Yang, Keum-Shik Hong</i>	
Automatically Estimated Meals in Model Predictive Control-Moving Horizon Estimation Control Strategy.....	1367
<i>Máté Siket, Kamilla Novák, Levente Kovács, György Eigner</i>	
Local Sensory Feedback Generates Various Wave Gaits in Multi-Legged Robots Via Embodied Sensorimotor Interaction .....	1379
<i>Yuichi Ambe, Shinya Aoi, Masashi Konyo, Satoshi Tadokoro</i>	
Object-Oriented Navigation with a Multi-Layer Semantic Map .....	1386
<i>Kai-Tai Song, Li-Ren Kang</i>	
A Brief Review on Behavior Recognition Based on Key Points of Human Skeleton and Eye Gaze to Prevent Human Error.....	1396
<i>Nurani Lathifah, Hsien-I Lin</i>	
Adaptive Coverage Control for Dynamic Pattern Generation .....	1404
<i>Keerati Fungtammasan, Yang Bai, Mikhail Svinin, Fumitoshi Matsuno, Evgeni Magid, Jackrit Suthakorn</i>	
Modified E <sup>3</sup> Exploration Algorithm for Unknown Environments with Obstacles .....	1413
<i>Ilya Mavrin, Tatyana Tsoy, Evgeni Magid</i>	
Random Finite Set Based Safe Landing Zone Detection and Tracking.....	1441
<i>Hyeon-Mun Jeong, Woo-Cheol Lee, Han-Lim Choi</i>	
A Background-Aware Tracker with Multi-Features Correlation Filters .....	1451
<i>Sixian Zhang, Yi Yang, Meng Zhang, Pengbo Mi, Wei Wang</i>	
Robust Fuzzy Active Contour Model for Mixed Noise Image Segmentation .....	1457
<i>Meng Zhang, Yi Yang, Sixian Zhang, Pengbo Mi, Erqi Zhang</i>	
A Novel Feature Selection Method Based on Ambiguity Distribution .....	1462
<i>Wei Li, Deqiang Han, Xiaojing Fan, Yi Yang</i>	
A Study of the Human-Robot Synchronous Control Based on IMU and EMG Sensing of an Upper Limb .....	1474
<i>Chih-Jer Lin, Hsin-Yu Peng</i>	



Adaptive Fuzzy Control of Autonomous Underwater Vehicle Via Performance Observer and Disturbance Observer .....	1493
<i>Yun-Xiang Zhai, Hong-Du Wang, Mansour Karkoub, Ming Li</i>	
Extended State Observer Based Robust Model Predictive Control for Autonomous Underwater Vehicle .....	1499
<i>Feng Gao, Hong-Du Wang, Mansour Karkoub, Ming Li</i>	
A Compliant-Rigid Underwater Manipulator for Enhanced Safety and Precision Performance.....	1505
<i>Hamed Toubar, Umer Hameed Shah, Irfan Hussain</i>	
Medical Diagnosis of Lung Diseases Using Data Mining Techniques from Iris Images: A Retrospective Controlled Study.....	1537
<i>Seong-Hwan Choi, Miso S. Park, Seong-Il Park, Ho-Ryong Yoo, Hyun-Jung Park</i>	
A Preliminary Study on Extracting the Collarette Features from the Iris Images .....	1541
<i>Miso S. Park, Sungjoon Park, Wang-Jung Hur, Seong-Il Park, Hyun-Jung Park, Ho-Ryong Yoo</i>	
A Study of the Iris Characteristics of Dementia Patients Using the Askeye Iris Analysis AI Solution .....	1544
<i>Min Heo, Miso S. Park, Seong-Hwan Choi, Seong-Il Park, Jie-Yoon Kang, Ho-Ryong Yoo</i>	
Classification of Six Sound Categories Using Functional Near-Infrared Spectroscopy.....	1553
<i>So-Hyeon Yoo, Keum-Shik Hong</i>	
Influence of tACS/tDCS on Resting State Effective Connectivity in the Frontal Cortex: An Functional Near-Infrared Spectroscopy Study .....	1563
<i>Usman Ghafoor, M. N. Afzal Khan, Dalin Yang, Keum-Shik Hong</i>	
Blind Source Separation of Transcranial Direct Current Stimulation from Simultaneous Electroencephalograph Measurement.....	1569
<i>Dalin Yang, Ruisen Huang, Usman Ghafoor, M. N. Afzal Khan, Keum-Shik Hong</i>	
A Sleep Stage Classification Method Using Deep Learning by Extracting the Characteristics of Frequency Domain from a Single EEG Channel.....	1575
<i>Min-Kyoung Kang, Keum-Shik Hong</i>	
Investigating the Effect of Acupuncture Treatment on MCI Patients Using Classification Techniques.....	1583
<i>M. N. Afzal Khan, Usman Ghafoor, Keum-Shik Hong</i>	
Cognitive Response to Nitric Oxide on Aging People .....	1589
<i>Agatha Elisabet, Dalin Yang, Min-Kyoung Kang, Keum-Shik Hong</i>	
Design of Multichannel Portable for Functional Near-Infrared Spectroscopy / Electroencephalography Hybrid System .....	1593
<i>M. Y. S. Hasim, Shokirov Bobur, Keum Shik Hong</i>	
Adaptive Control for Stochastic Nonlinear Systems with Time-Varying Powers and Unknown Covariance.....	1602
<i>Jiabao Gu, Wuquan Li</i>	
Social Optima in Linear Quadratic Mean Field Control with Heterogeneous Agents.....	1607
<i>Tinghan Xie, Bing-Chang Wang</i>	
Optimal Control for Discrete-Time Markov Jump Linear Systems with Multiple Input Channels.....	1615
<i>Di Zhang, Yuan-Hua Ni</i>	

Fault Tolerant Control Applied to Drum Boiler by Virtual Actuator .....	1628
<i>Pietro Camilo, Alain Segundo Potts</i>	
Classical and Quantum Passive Systems .....	1634
<i>Shan Ma</i>	
Vibration Control of a Flexible Varying-Length Beam Attached to a Translating Base Under an Unknown Boundary Disturbance .....	1642
<i>Phuong-Tung Pham, Quoc-Chi Nguyen, Keum-Shik Hong</i>	
Nonsingular Hierarchical Trajectory Tracking Control for Miniature Helicopter Considering Perturbation Caused by Attitude Error and Nonlinear Coupling .....	1648
<i>Ce Liu</i>	
Three Frequency-Limited Balanced Truncation Algorithms: A Comparison and Three Families of Extensions .....	1654
<i>Umair Zulfiqar, Xin Du, Qiuyan Song, Victor Sreeram</i>	
Spatially Modulated Sparse Code Multiple Access in Uplink Mine Communications .....	1660
<i>Wei Meng, Yidong Gu, Jianjun Bao, Zhen Lian, Zhengmin Kong, Weijun Yin</i>	
A SOSM Control Algorithm by Using Fixed-Time Adaptive Fuzzy Technique .....	1682
<i>Xin Li, Shihong Ding, Keqi Mei, Li Ma, Wei Xing Zheng</i>	
A $\varepsilon$ -Nash Equilibrium in Convex Strategy Set in Linear Dynamic Games with Input Time-Delay .....	1688
<i>Jingyi Zhao, Daijun Liu, Yaowei Fu, Yifei Zhang, Wenya Zhou</i>	
Sequential Covariance Intersection Based on the Upper Bound of Correlation Coefficient .....	1704
<i>Chengzi Li, Qian Yang, Yiwen Cao, Hongxia Rao, Yong Xu</i>	
Optimal Tracking Control for Multi-Player Non-Zero-Sum Games of Continuous-Time Linear Systems with Unknown Dynamics .....	1713
<i>Zhen Huang, Yidong Tu, Shuping He</i>	
UAV Swarming Flight Guidance for Multi-UAV Configuration .....	1718
<i>Sayid Achmad Munthahar, Rianto Adhy Sasongko, Seno Sahisnu Rawikara</i>	
Data Based Identification of Byzantine Robots for Collective Decision Making .....	1724
<i>Vyacheslav Petrenko, Fariza Tebueva, Sergey Ryabtsev, Vladimir Antonov, Igor Struchkov</i>	
Event-Triggered Distributed Exponential $H_\infty$ Observers Design for Discrete-Time Nonlinear Systems Over Wireless Sensor Networks .....	1730
<i>Abdul Basit, Muhammad Tufail, Keum-Shik Hong, Muhammad Rehan, Ijaz Ahmed</i>	
Event-Triggered Leaderless Robust Consensus Control of Nonlinear Multi-Agents Under Disturbances .....	1736
<i>Ijaz Ahmed, Muhammad Rehan, Keum-Shik Hong, Abdul Basit</i>	
Control of Positive Systems and Cancer Chemotherapy .....	1747
<i>Zbigniew Bartosiewicz</i>	
Nonlinear Model Predictive Control with Non-Equidistant Discretization Time Grids for Rotary Cranes .....	1753
<i>Frank Wolff, Naoki Uchiyama, Mark Burkhardt, Oliver Sawodny</i>	
On the Relative Degree of Perturbed Nonlinear Systems .....	1759
<i>Dániel András Drexler, Maria Ghita, Levente Kovács</i>	

Sliding Mode Based Decentralized Tracking Control of Underactuated Four-Body Systems .....	1765
<i>Yueheng Ding, Xing-Gang Yan, Zehui Mao, Bin Jiang, Sarah K. Spurgeon</i>	
Uniform Asymptotic Stability by Indefinite Lyapunov Functions .....	1771
<i>Gökhan Sahan, Derya Özdemir</i>	
Comparison of a Double and Triple Nonlinear Hyperbolic Proportional-Integral-Derivative (PID) Compensator for a Servo Pneumatic Actuator .....	1775
<i>K. N. Kamaludin, L. Abdullah, S. N. S. Salim, Z. Jamaludin, M. N. Maslan, M. F. Rahmat</i>	
Control Allocation Strategies for a Hybrid Controlled Missile with NDI Autopilot.....	1782
<i>Rabiya Biyikli, Raziye Tekin, Ilkay Yavrucuk</i>	
Cooperative Guidance for Speed-Varying Vehicle Against Moving Target .....	1788
<i>Yijing Wang, Hong Tao, Tao Song, Shaoming He</i>	
Integrated Autopilot Guidance Based on Angular Rate Feedback Structure.....	1798
<i>Hyeong-Geun Kim, Yejin Lee, Inho Jeong, Jongho Shin</i>	
Minimum Number of Measurements in Enhanced Group Testing for Failure-Edge Detection in Networks .....	1822
<i>Fangyuan Xu, Shun-Ichi Azuma, Ryo Arizumi, Toru Asai</i>	
Finite-Time Consensus for Multi-Agent Networks of Fractional Diffusion PDEs Via Event-Triggered Boundary Control .....	1828
<i>Lirui Zhao, Huaiqin Wu</i>	
A Feedback Control Design for Rendezvous of the Cucker-Smale Model on the Unit Circle.....	1834
<i>Xiaoyu Li, Yuhu Wu</i>	
Finite-Time Flocking of the Cucker-Smale Model with Rank Hierarchy .....	1842
<i>Lining Ru, Chao Yang</i>	
Aperiodically Intermittent Adaptive Dynamic Event-Triggered Control for Linear Multi-Agent Systems.....	1848
<i>Yunlong Zhang, Guoguang Wen, Ahmed Rahmani, Boqian Li</i>	
Model-Based Networked Control for Nonlinear Systems with Transmission Delays.....	1856
<i>Hao Yu, Tongwen Chen</i>	
Aperiodic Sample-Data Control Strategy for Network Control System with Hybrid Attacks .....	1862
<i>Xiao Cai, Kun She, Poogyeon Park, Kaibo Shi, Yeng Chai Soh</i>	
Sampling-Based Distributed Hybrid Optimization for Multi-Agent Systems .....	1876
<i>Xuegang Tan, Jinde Cao</i>	
Long-Term Control for Multi-Agent Persistent Monitoring with Limited Detection Qualities and Packet Losses Constraints .....	1881
<i>Xiaohu Zhao, Yuanyuan Zou, Shaoyuan Li</i>	
Quasi-Synchronization of Multi-Layer Neural Networks with Additive Couplings and Event-Triggered Impulsive Control .....	1887
<i>Chongfang Jin, Sangli Shi, Zhengxin Wang, Guizhen Feng</i>	
Deep Reinforcement Learning Based Tracking Control of Unmanned Vehicle with Safety Guarantee .....	1893
<i>Zhongjing Luo, Jialing Zhou, Guanghui Wen</i>	

A Distributed Relaxed Inertial Projection Nash Equilibrium Seeking Algorithm.....	1899
<i>Wenkai Duan, Wenying Xu</i>	
Distributed Robust Nash Equilibrium Seeking for Double-Integrator-Type Players Without Velocity Measurements.....	1905
<i>Danhu Li, Zhen Xiang, Maojiao Ye</i>	
Functional-Parametric Direction of Risk Theory .....	1911
<i>Oleg Abramov, Dmitry Nazarov</i>	
Reducing NOx Emissions and Optimizing Fuel Economy by Controlling Torque and Catalyst Warm-Up in Mild HEVs .....	1914
<i>Yuka Umezawa, Hiroki Seto, Toshiro Imamura, Toru Namerikawa</i>	
Asynchronous Finite-Time Output Regulation for Switched Systems with Unstable Switching Dynamics Via Hybrid Adaptive Event-Triggered Mechanism Under Mixed Data Injection Attacks.....	1920
<i>Lili Li, Bin Jiang, Yalin Chen</i>	
Optimal Time-Varying Topology for Network Systems.....	1926
<i>Takuya Ikeda, Kenji Kashima</i>	
Improved Stability Criterion for Delayed Neural Networks Via Negative-Definiteness Condition of Quadratic Function.....	1932
<i>Jun Hui Lee, Hyeon-Woo Na, Poogyeon Park</i>	
A Switched Control Strategy of Uncertain Nonlinear Systems Via Adaptive Memory-Based Event-Triggered Mechanism.....	1938
<i>Sheng Han, Qishui Zhong, Oh-Min Kwon, Kaibo Shi</i>	
Robust Attitude Fault Tolerant Control of UAV with Input Saturation and Uncertainties .....	1946
<i>Peng Cheng, Chenxiao Cai, Poogyeon Park</i>	
Controllability of Multilayer Drive-Response Networked CLTI Systems .....	1972
<i>Zixuan Yang, Lin Wang, Xiaofan Wang</i>	
Inference of Gene Regulatory Networks with Local Lasso Path Consistency Algorithm Based on Conditional Mutual Information.....	1977
<i>Guanxue Yang, Chunnian Wang, Guanxiao Yang</i>	
A Novel Detection and Localization Scheme of Wormhole Attack in IoT Network .....	1983
<i>Cheng Chen, Fei Tong, Yujian Zhang, Ziyang Zhu</i>	
Tradeoff Analysis Between Localization Accuracy and Location Privacy Level in Moving Target Localization.....	1989
<i>Dan Yu, Xiufang Shi, Minglei Fu, Xusheng Yang, Wen-An Zhang</i>	
Quadratic Optimization Using Additive Homomorphic Encryption in CPS.....	1995
<i>Zhenyong Zhang, Xin Che, Xuguo Jiao, Wanke Yu, Liang Wan</i>	
Optimal Jamming Strategy Against Periodically Switched Linear Discrete-Time System.....	2001
<i>Yu Zhu, Heng Zhang, Ruijun Liu, Jian Zhang, Hongran Li</i>	
Joint Power Allocation and Trajectory Design for UAV-Enabled Secure Communication System .....	2007
<i>Jiixin Yan, Baolin Yin, Liang Zhao, Xinmin Li, Ran Wei</i>	
Stealthy Attack Detection for Privacy-Preserving Real-Time Pricing in Smart Grids.....	2012
<i>Fazong Wu, Xin Wang, Ming Yang, Heng Zhang, Xiaoming Wu, Jia Yu</i>	

Experimental Validation of Encrypted Quadratic Optimization Implemented on Raspberry Pi .....	2018
<i>Ze Yang, Zhenyong Zhang, Youliang Tian</i>	
An Improved Optimal Torque Control Based on Estimated Wind Speed for Wind Turbines .....	2024
<i>Xuguo Jiao, Xiaowen Zhou, Qinmin Yang, Zhenyong Zhang, Wenfeng Liu, Jingbo Zhao</i>	
Analysis of Consensus Adaptive Filters Over Directed and Markovian Switching Networks.....	2030
<i>Siyu Xie, Le Yi Wang</i>	
A Faster Consensus Control Algorithm for Multi-Agent Systems with Binary-Valued Communication .....	2040
<i>Zhipeng Ren, Ting Wang</i>	
Finite-Time Impulsive Consensus Tracking Control of Nonlinear Multi-Agent Systems .....	2048
<i>Lanfeng Hua, Soohee Han, Hong Zhu, Kaibo Shi, Oh-Min Kwon</i>	
A Basic Study on the Stability of Discrete-Time Repetitive Control Systems.....	2054
<i>Hai-Jiao Guo, Kazuki Otomo, Tadashi Ishihara</i>	
Non-Collocated Observer Based Control Design for PDE-Based Multi-Agent Deployment .....	2061
<i>Huiyang Song, Zhiji Han, Zhijie Liu, Guang Li, Wei He</i>	
Adaptive Robust Control of a Flexible Manipulator with Unknown Dead-Zones .....	2067
<i>Zhijia Zhao, Sentao Cai, Jianing Zhang, Tao Zou</i>	
Robust State and Disturbance Reconstruction of Multi-Area Power Systems Via Sliding Mode Observer .....	2072
<i>Yibo Wang, Changchun Hua, Poogyeon Park, Yunfei Qiu</i>	
Comparison of the Signal Processing Methods to Enhance the Performance of the Signal Reconstruction System with Deep Learning .....	2082
<i>Young In Jang, Nam Kyu Kwon</i>	
An Improved GA-Based Inverse Kinematics Solution Algorithm for Underwater Manipulators.....	2091
<i>Jingming Xu, Weidong Liu, Le Li</i>	
Fast Source Seeking with Obstacle Avoidance Via Extremum Seeking Control .....	2097
<i>Tianlai Xu, Guodong Chen, Guoqing Zhou, Ziang Liu, Zexu Zhang, Shuai Yuan</i>	
Lower Bound on Delay Consensus Margin of Discrete-Time Multiagent Systems .....	2103
<i>Yuanye Chen, Weiyu Wang, Fang Fang</i>	
Finite-Time Enclosing Control for Multiple Moving Targets with Control Input Saturation .....	2109
<i>Liang Zhang, Jinghui Deng, Bo Zheng, Shuping He</i>	
An Acoustic-Inertial Pose Estimation Method with Robust Feature Match and Graph Optimization .....	2115
<i>Bufang Li, Weisheng Yan, Huiping Li, Lijun Zhang</i>	
Coexistence of Strong and Weak Social Ties Leads to Fair Allocations of Resources in Finite Populations .....	2121
<i>Songtao Li, Qing Li, Yanling Zhang, Hao Wang, Li Ma</i>	
Dual-Quaternion-Based Sampled-Data Pose Tracking Control of Spacecraft .....	2127
<i>Jinwei Wang, Xiaocheng Song, Liang Sun</i>	
Developing a Realistic Simulation Environment of Off-Road Terrain for UGV .....	2133
<i>Sicheng Huang, Yudong Zhang, Haojie Zhang</i>	

Distributed Cubature Information Filtering Based on Hybrid Consensus Strategy with Event-Triggered Mechanism.....	2138
<i>Xufeng Lin, Xuechun Zhang, Yanyan Hu, Zengwang Jin</i>	
Model-Free Adaptive Parking Control for Four-Wheel Vehicle.....	2150
<i>Wenjia Wang, Zhongsheng Hou</i>	
Fundamental Identification Limit of Single-Input and Single-Output Linear Time-Invariant Systems.....	2157
<i>Shuai Sun, Yilin Mo, Keyou You</i>	
Data-Driven Adaptive Control for a Class of Nonlinear MIMO Systems with Input Saturation.....	2163
<i>Zhichuang Wang, Wei He, Gang Wang, Jian Sun</i>	
Data-Driven Model Free Adaptive Iterative Learning Compensation Control for MIMO Nonlinear System with Sensor Faults.....	2169
<i>Jianmin Zheng, Zhongsheng Hou</i>	
Deep Learning-Based Real-Time Object Detection for Empty-Dish Recycling Robot.....	2177
<i>Xuebin Yue, Hengyi Li, Masao Shimizu, Sadao Kawamura, Lin Meng</i>	
Design and Analysis of Flexure Joint for a Flexible Robotic Arm.....	2201
<i>Mohammad Zubair, Seul Jung</i>	
Bond Graph Modeling and Trajectory Control of H-Drone.....	2206
<i>Garima Bhandari, P. M. Pathak, S. K. Saha</i>	
Development of an Autonomous UAV Integrated with a Manipulator and a Soft Gripper.....	2212
<i>Debadrata Sarkar, Aman Arora, Soumen Sen, Sree S S Katta, D Shashank, M Rohan, S K Saha</i>	
3D Pure Pursuit Guidance of Drones for Autonomous Precision Landing.....	2218
<i>Kaushal Kishore, Sagar Dalai, Yash Jangir, Samarth Singh, M Rohan, D Shashank, Sree S S Katta, S K Saha</i>	
Aeromechanical Design and Analysis of H-Drone Configuration.....	2223
<i>D Dwarakanathan, S Raja, P Shanmugam, D Shashank, M Rohan, C Selvam, R Sanjeeth Kevin, Sree S S Katta, S K Saha</i>	
Gyroscope Bias Estimation Method Using Iterated State Transition Fusion Algorithm.....	2237
<i>Eung Ju Kim, Yong Hun Kim, Joo Han Lee, So Jin Park, Jin Woo Song, So Young Park</i>	
Adaptive Potential Field with Collision Avoidance for Connected Autonomous Vehicles.....	2251
<i>Pengfei Lin, Manabu Tsukada</i>	
Sliding Mode Controller Based on a Delayed Output Observer for Yaw Channel of an AUV.....	2257
<i>Ravishankar P. Desai, Narayan S. Manjarekar</i>	
Artificial Neural Network Modeling of an Autonomous Vehicle for Enhanced Lateral Position and Yaw Angle Prediction.....	2263
<i>Muaiz Ali, Ahmed Ibnouf, Miswar Akhtar Syed, Muhammad Khalid</i>	
Distributed Nash Equilibrium Seeking Algorithms for Uncertain Linear Multi-Agent Systems.....	2277
<i>Yutao Tang</i>	
Exponential Convergence of Abstract Dynamics Without Strong Monotonicity.....	2282
<i>Shu Liang, Ziqin Chen, Wen Deng</i>	

Equilibrium Seeking in Two-Agent Non-Cooperative Dynamic Game with Asymmetric Horizon Length.....	2286
<i>Taichi Tanaka, Yasuaki Wasa, Tomohisa Hayakawa</i>	
Route Optimization of Mixed Package-Passenger System with Matching Based on Cost Sharing Among Passengers .....	2292
<i>Eri Yamamoto, Toru Namerikawa</i>	
Consideration of Charging and Efficiently Using Surplus Photovoltaic Power by Hydrogen Energy System .....	2298
<i>Shuheii Yamamoto, Yoshiaki Ushifusa</i>	
On Negative Imaginariness and $H_\infty$ Control of Descriptor State-Space Symmetric Systems Without Minimality Assumptions .....	2304
<i>Kai Feng, Mei Liu</i>	
Properties of Positive Feedback Interconnected Negative Imaginary Systems .....	2310
<i>Parijat Bhowmick, Hsueh-Ju Chen, Alexander Lanzon</i>	
Eco-Driving Control of Electric Vehicle with Traffic Signals and Battery Dynamic Model.....	2320
<i>Hafiz Muhammad Yasir Naeem, Yasir Awais Butt, Qadeer Ahmed, Amer Iqbal Bhatti</i>	
Reachability Estimates of Piecewise Deterministic Markov Processes.....	2327
<i>Tua A. Tamba, Bin Hu</i>	
Design of Fixed-Time Extended State Observer for Spacecraft Attitude Tracking .....	2332
<i>Ning Zhou, Chaoyang Liu, Kuibao Zhu, Hexu Sun, Yingjun Guo</i>	
Finite-Time Distributed Control of Autonomous Surface Vehicles with Velocity Constraints .....	2338
<i>Ping Wang, Chengpu Yu</i>	
A Pricing Rule for Third-Party Platoon Coordination Service Provider .....	2344
<i>Ting Bai, Alexander Johansson, Shaoyuan Li, Karl Henrik Johansson, Jonas Mårtensson</i>	
Nash Pursuit Strategy for Nonzero-Sum MPC Game Via Inverse Optimal Control.....	2354
<i>Tianyu Qiu, Han Zhang, Jingchuan Wang</i>	
Realization of Long Short-Term Memory Networks on Quantum Circuits .....	2360
<i>Xiaokai Hou, Yingli Yang, Xiaoting Wang</i>	
Deep Reinforcement Learning for Control Design of Quantum Gates .....	2367
<i>Shouliang Hu, Chunlin Chen, Daoyi Dong</i>	
Multi-Hop Teleportation of Unknown Qutrit State Based on the GHZ Channels.....	2373
<i>Yi Ding, Min Jiang</i>	
Bipartite Consensus Problems of Directed Signed Networks with Saturating Input.....	2387
<i>Baicheng Chen, Zhiguo Yan, Mingjun Du</i>	
Fault Detection for Neural Networks with Time Delays and Markov Jump Parameters.....	2392
<i>Wen-Juan Lin, Jinpeng Yu</i>	
Application of Artificial Fish Swarm Algorithm in LQR Control for Active Suspension .....	2406
<i>Weipeng Zhao, Liang Gu, Mingming Dong</i>	
Active Fault-Tolerant Control for Spacecraft with Actuator and Sensor Faults.....	2410
<i>Ze Yang, Jie Ma, Ruihang Ji, Baoqing Yang</i>	

A Midcourse and Terminal Guidance Handover Window Based on Predicted Intercept Area .....	2416
<i>Lihan Sun, Baoqing Yang, Jie Ma, Ruihang Ji</i>	
Actuator-Constrained Trajectory Optimization for Reusable Launchers' Landing .....	2438
<i>Zibo Liu, Ran Zhang</i>	
Internal-Model-Based Impact-Time-Control Guidance Against Weaving Targets .....	2441
<i>Jiawei Wang, Hui Feng Li, Xiaoming Cheng</i>	
Reachable-Orbit-Domain for Launch Vehicles Based on Polyhedron Approximation Method.....	2447
<i>Zeming Hao, Haifeng Hu, Yong He, Hui Feng Li</i>	
Quadrotor Aerobatic Maneuver Attitude Controller Based on Reinforcement Learning .....	2450
<i>Linkun He, Hui Feng Li</i>	
Research and Implementation of Agricultural Water-Saving Irrigation Prediction Algorithm Based on GA-BP Neural Network .....	2454
<i>Yu Yang</i>	
TROT-Q: Traversability and Obstacle Aware Target Tracking System for Quadruped Robots .....	2480
<i>Eungchang Mason Lee, Jinwoo Jeon, Hyun Myung</i>	
Control Framework of Force-Position Integrated Electric Cylinder and Its Application in Motion Simulator .....	2493
<i>Shuo Jiang, Junzheng Wang, Shoukun Wang, Wei Shen</i>	
Design and Control of Hybrid Flexible Robotic Gripper with High Stiffness and Stability .....	2503
<i>Daekeun Ji, Junyoung Lee, Maolin Jin</i>	
Experimental Evaluation of Marionette Algorithm for Disaster-Responding Special-Purpose Machinery .....	2508
<i>Jin Tak Kim, Sangshin Park, Sangchul Han, Jinhyeon Kim, Jungsan Cho</i>	

**Author Index**



# Revisiting the F-8 Aircraft Control Problem with Dynamic Programming

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**Abstract**—This paper presents empirical research on the implementation of dynamic programming to a classic and established nonlinear dynamical model of an F-8 aircraft's longitudinal motion. The model has been frequently used as a case study in academic environments for nonlinear dynamics and optimal controls topics. On the other hand, dynamic programming gives an exact solution to an optimal control problem. Hence, it can be used to benchmark other optimization methods. Before implementing dynamic programming, we first investigated the primary behavior of an F-8 aircraft's dynamical model. The existing dynamical model is inherently stable in the presence of a non-zero initial attack angle as long as its value is less or equal to  $31.6^\circ$ . However, the stall angle of an F-8 aircraft is reported as  $23.5^\circ$ , which is lower than  $31.6^\circ$ . Therefore, in this paper, an initial attack angle that is larger than  $31.6^\circ$  becomes one of our concerns. Our results show that dynamic programming can be used to regulate the states of an F-8 aircraft's dynamical model even when the applied initial attack angle is larger than  $31.6^\circ$ . We also compare our dynamic programming implementation to the MATLAB pattern search method and sequential quadratic programming. While the first gives results that are very similar to dynamic programming, the latter fails to provide satisfactory results.

**Index Terms**—Optimal control, aerospace, nonlinear control systems, reinforcement learning

## I. INTRODUCTION

In 1977, Garrard and Jordan [1] designed a nonlinear control technique for an F-8 aircraft's longitudinal motion. The controller's goal is to stabilize the attack angle, pitch angle, and pitch rate of an F-8 Crusader aircraft in the presence of a non-zero initial attack angle. The work was started with the derivation of a nonlinear dynamical model of the longitudinal motion of an F-8 aircraft and followed by a control design based on the derived model.

In 1984, Desrochers and Al-Jaar [2] presented the reduced order of Garrard's model and designed an optimal controller based on this simplified model. In 1992, Banks and Mhana [3] also applied an optimal controller to Garrard's model, which had been linearized by using the standard Riccati's method. In 1993, Kaya and Noakes [4], [5] applied a time-optimal control

to Garrard's model. Their method is a computer algorithm that works for both linear and nonlinear systems.

More recent and advanced works, as in [6]–[8], applied bifurcation theory to the nonlinear dynamical model of an F-8 aircraft's longitudinal motion. In both works, the dynamical model was re-derived. A profound analytic exploration of the nonlinear dynamical model of an F-8 aircraft's longitudinal motion can be found in these two works.

Since the F-8 aircraft's dynamical model is nonlinear, we can conclude that the general approach is typically linearizing the model around its equilibrium point and then using the linearized model for control design purposes. However, this linear control may have limited performance. Garrard and Jordan [1] reported that such a linear controller performed well when the initial attack angle was less than  $29.3^\circ$ . Further, Garrard and Jordan also proposed an optimization technique to design a quadratic and a cubic controller. These controllers were nonlinear and were reported to perform well for wider initial attack angles, which were  $30.7^\circ$  and  $34.7^\circ$ , respectively.

Even though the longitudinal motion of an F-8 aircraft has been very well studied, to the best of the author's knowledge, no work presents dynamic programming implementation on an F-8 aircraft's longitudinal motion. The closest work that we can find is in [3], where the analytic solution to the optimal control problem is found through solving Riccati's equation. Therefore, we decided to apply dynamic programming to Garrard's model. Dynamic programming has been well recommended as a benchmark controller since it visits all possible state combinations and provides an exact solution to an optimal control problem [9].

In this paper, we use the YADPF function package to implement dynamic programming into the dynamical model expressed in (1). The YADPF function package is an in-house software package created with MATLAB for deterministic dynamic programming. Further details on the YADPF function package can be found in [10].

This paper is divided into three major sections. In the first

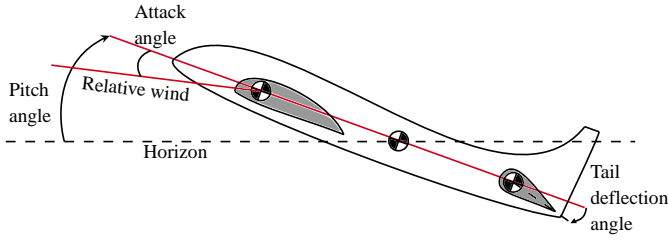


Fig. 1. Attack angle ( $x_1$ ) pitch angle ( $x_2$ ) and tail deflection angle ( $u$ ) of an aircraft.

section, we re-state the dynamical model of an F-8 aircraft's longitudinal motion that has been derived in [1]. Here, we add several numerical analysis to some inherent properties of the selected dynamical model. In second section, we apply dynamic programming to generate optimal control policies to stabilize the aircraft in the presence of a non-zero initial attack angle. Finally, we present the conclusion and the future plan of our work in the last section of the paper.

## II. DYNAMICAL MODEL

As previously mentioned, Garrard and Jordan [1] proposed a nonlinear dynamical model to govern the longitudinal motion of an F-8 aircraft system. The dynamical model has three state variables ( $x = [x_1 \ x_2 \ x_3]$ ) and one input variable ( $u$ ). It is written as follows.

$$\begin{aligned}\dot{x}_1(t) &= -0.877x_1(t) + x_3(t) - 0.088x_1(t)x_3(t) \\ &\quad + 0.47x_1(t)^2 - 0.019x_2(t)^2 - x_1(t)^2x_3(t) \\ &\quad + 3.846x_1(t)^3 - 0.215u(t) + 0.28x_1(t)^2u(t) \\ &\quad + 0.47x_1(t)u(t)^2 + 0.63u(t)^3 \\ \dot{x}_2(t) &= x_3(t) \\ \dot{x}_3(t) &= -4.208x_1(t) - 0.396x_3(t) - 0.47x_1(t)^2 \\ &\quad - 3.564x_1(t)^3 - 20.967u(t) + 6.265x_1(t)^2u(t) \\ &\quad + 46x_1(t)u(t)^2 + 61.4u(t)^3\end{aligned}\quad (1)$$

Here,  $x_1$  is the angle of attack,  $x_2$  is the pitch angle,  $x_3$  is the pitch rate and  $u$  is the tail deflection angle that acts as the control input (see Fig. 1). All unit are in degrees or radians. The dynamical model in (1) has cubic non-linearity. When no input is applied ( $u = 0$ ), it has one real equilibrium point which is located at the origin:  $x = [0 \ 0 \ 0]$ .

Proofing the stability of the dynamical model in (1) is difficult since finding the Lyapunov function that can conclude its stability is not straightforward. Therefore, to proof that (1) has a stable equilibrium at the origin, we calculate the Jacobian matrix around the equilibrium point (the origin) numerically by using a perturbation method (see matrix  $A$  in (2)). After that, we can get the eigenvalues of this Jacobian matrix, which are  $\lambda_1 = -0.6365 + 2.0372i$ ,  $\lambda_2 = -0.6365 - 2.0372i$ , and  $\lambda_3 = 0$ . Since the real parts of all eigenvalues are negative, this equilibrium point is a stable equilibrium point.

$$A = \begin{pmatrix} -0.877 & 0 & 1 \\ 0 & 0 & 1 \\ -4.208 & 0 & -0.396 \end{pmatrix}\quad (2)$$

Since our main interest is the response of the aircraft for non-zero initial attack angle ( $x_1(0)$ ), we simulated the dynamical model in (1) numerically for several different initial attack angles. Simply put, we performed brute-force sweeps from  $x_1(0) = 10^\circ$  to  $x_1(0) = 40^\circ$  with a step of  $0.1^\circ$ . As a result, we found that the dynamical model started to diverge when  $x_1(0) > 31.6^\circ$ . In practice, this describes the region of attraction of the dynamical model expressed in (1). However, a complete region of attraction must include all state variables.

## III. DYNAMIC PROGRAMMING IMPLEMENTATION

This section is divided into two sections. In the first section, we formulate the optimal control problem that we want to solve. In the second section, we provide the simulation results.

### A. Optimal Control Problem Formulation

Dynamic programming implementation requires state and input discretization. Thus, it may suffer from the curse of dimensionality. For each experiment, we must find boundaries and resolutions for the discretization such that they fit into the available memory of the computer that we use for this research, which is a Xeon-E5-2699-v3 computer with 256 GB of memory.

We formulate the discrete optimal control problem as follows.

$$\min_{u_k \in U_k} \frac{1}{N+1} \sum_{k=0}^N \left\{ \left[ \frac{x_{1,k}}{\bar{x}} \right]^{2r} + \left[ \frac{x_{2,k}}{\bar{x}} \right]^{2r} + \left[ \frac{x_{3,k}}{\bar{x}} \right]^{2r} \right\}\quad (3)$$

such that

$$\begin{aligned}x_{1,k+1} &= [-0.877x_{1,k} + x_{3,k} - 0.088x_{1,k}x_{3,k} \\ &\quad + 0.47x_{1,k}^2 - 0.019x_{2,k}^2 - x_{1,k}^2x_{3,k} \\ &\quad + 3.846x_{1,k}^3 - 0.215u_k + 0.28x_{1,k}^2u_k \\ &\quad + 0.47x_{1,k}u_k^2 + 0.63u_k^3] \Delta t + x_{1,k} \\ x_{2,k+1} &= x_{3,k} \Delta t + x_{2,k} \\ x_{3,k+1} &= [-4.208x_{1,k} - 0.396x_{3,k} - 0.47x_{1,k}^2 \\ &\quad - 3.564x_{1,k}^3 - 20.967u_k + 6.265x_{1,k}^2u_k \\ &\quad + 46x_{1,k}u_k^2 + 61.4u_k^3] \Delta t + x_{3,k} \\ x_{1,k} &\in X_{1,k} = \{a, a + \Delta x, \dots, b\} \\ x_{2,k} &\in X_{2,k} = \{c, c + \Delta x, \dots, d\} \\ x_{3,k} &\in X_{3,k} = \{e, e + \Delta x, \dots, f\} \\ u_k &\in U_k = \{-3^\circ, (-3 + \Delta u)^\circ, \dots, 3^\circ\} \\ k &= 0, 1, \dots, N+1\end{aligned}\quad (4)$$

In (3), we want to minimize an objective function whose constraints are defined in (4). This objective function is based on [11] where it is used to minimize water-level deviation of open-channel flows. The similar objective function is also used in [12], [13] where it is used to minimize pressure fluctuation during water-hammer problems. In principal, this objective function minimizes the temporal fluctuations of state variables  $x_1$ ,  $x_2$ , and  $x_3$ . Minimizing input variable  $u$  in not necessary. Moreover, this objective function is actually similar to the

work of Garrard and Jordan [1]. However, in their work, they also applied minimization to the input variable as well.

One important thing that we would like to emphasize is that the optimal control problem defined in (3) to (4) is not a trivial task since the objective function itself is an implicit function of the decision variables. Thus, finding the gradient of such an objective function requires solving the system dynamics first. As a result, it is challenging to derive the analytical equation of the gradient of the objective function.

There are two control parameters introduced in (3). The first one is  $\bar{x}$ , which is the tolerable deviation from the origin. The second parameter is  $r$ , which is any positive integer (unit-less). We selected  $\bar{x} = 0.01$  radians and  $r = 2$  for faster response. Larger  $r$  or smaller  $\bar{x}$  gives insignificant effects to the improvements to the response time.

Further, the state discretization interval is given by  $\Delta x$ , and the time discretization interval is given by  $\Delta t$ . We applied  $\Delta t = 0.5$  seconds. The horizon length is given by  $N + 1$ , where  $N = 20$ . This is because the simulation was run for 10 seconds. As for the input boundaries, they were set similar to the work by Kaya and Noakes [5]. Since a time-optimal control was not our goal, we did not apply switching actions of two extreme values for the input.

Moreover, to avoid insufficient memory problems, the state boundaries ( $a$  to  $f$ ) are set as tight as possible. This is done heuristically. For the upper boundaries, they were selected such that their locations were slightly above the maximum state values. For the lower boundaries, they were selected such that their locations were slightly below the minimum state values.

## B. Simulation Results

For this paper, we simulated four different initial attack angles:  $x(1) = 20.0^\circ$ ,  $x(1) = 22.9^\circ$ ,  $x(1) = 26.7^\circ$ , and  $x(1) = 32.0^\circ$  by using dynamic programming, MATLAB pattern search, and MATLAB sequential quadratic programming (SQP). The reason we selected MATLAB pattern search is because it is a global optimization method and it does not require the derivative of the objective function [14], [15]. As for the SQP, we supplied MATLAB with the derivative of the objective function which was calculated numerically by using the Complex-Step Derivative Approximation (CSDA) method [16]. We have made our MATLAB implementations for pattern search and SQP available online in [17].

During the simulations with dynamic programming, we had to readjust the state and input variable intervals according to Table I since we encountered insufficient memory space problem. The results are shown in Fig. 2 to Fig. 5. Both dynamic programming and MATLAB pattern search successfully generate input variable that can regulate the state variables.

As we can see from Fig. 5, since the input is constrained ( $|u| < 3^\circ$ ), the pitch angle reaches about  $-80^\circ$  when the initial attack angle is  $32.0^\circ$ . Thus, we did not test for larger initial attack angles. In Table II and Table III, we present the absolute terminal distance of each state variable to its origin, for dynamic programming and pattern search, respectively. We do not include the result from the SQP since we expect smooth

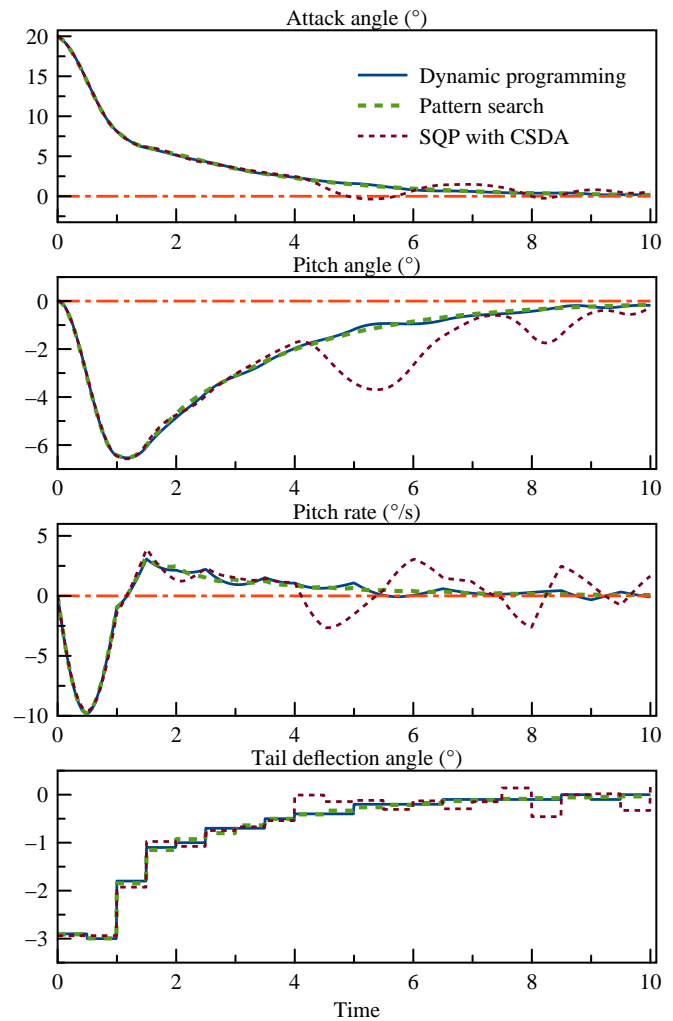


Fig. 2. The aircraft's stabilizing action when  $x_1(0) = 20.0^\circ$ .

TABLE I  
DISCRETIZED STATE AND INPUT RESOLUTIONS

$x_1(0)$	$\Delta x$	$\Delta u$	$\Delta t$
$20.0^\circ$	0.002 radians	$0.1^\circ$	0.5 seconds
$22.9^\circ$	0.002 radians	$0.1^\circ$	0.5 seconds
$26.7^\circ$	0.002 radians	$0.5^\circ$	0.5 seconds
$32.0^\circ$	0.004 radians	$0.5^\circ$	0.5 seconds

state trajectories considering the selected objective function. The maximum absolute terminal distance after the ten-second simulations is less than seven degrees.

Moreover, the generated state trajectories are relatively smooth because of the selected objective function. From the state trajectories generated by the MATLAB pattern search, we can see that zero-crossing only occurs at most once. More fluctuations appear in the state trajectories generated by dynamic programming, which is caused by the discretization process. The resolution for input variables needs to be higher. However, this requires more memory space beyond our computing system's specification.

We cannot compare our results with the work of Garrard

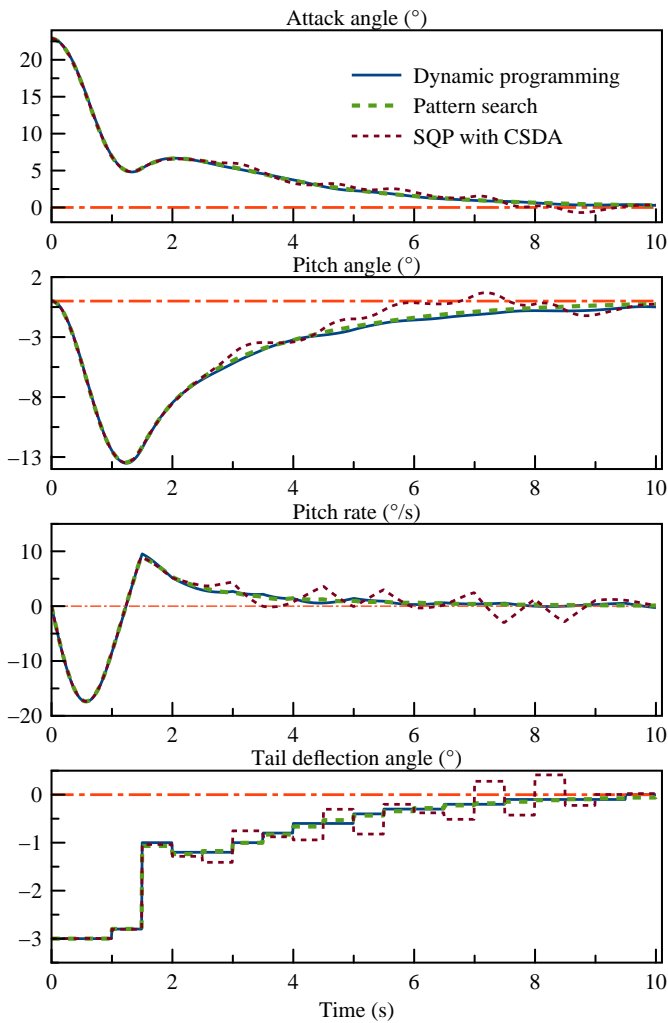


Fig. 3. The aircraft's stabilizing action when  $x_1(0) = 22.9^\circ$ .

TABLE II  
ABSOLUTE TERMINAL DISTANCE FROM THE ORIGIN WITH DYNAMIC PROGRAMMING

$x_1(0)$	$ x_1(10) $	$ x_2(10) $	$ x_3(10) $
$20.0^\circ$	$0.1554^\circ$	$0.1815^\circ$	$0.0892^\circ$
$22.9^\circ$	$0.2809^\circ$	$0.4917^\circ$	$0.2693^\circ$
$26.7^\circ$	$0.6252^\circ$	$0.0189^\circ$	$0.4630^\circ$
$32.0^\circ$	$5.3055^\circ$	$3.5105^\circ$	$1.2110^\circ$

and Jordan since, in our work, the controller is an open-loop controller and the input is bounded differently. As with the work of Kaya and Noakes, they aimed for a time-optimal control. Implementing a time-optimal control with dynamic programming is not straightforward since dynamic programming requires a predefined time horizon.

#### IV. CONCLUSION AND FUTURE WORK

We have briefly explored the dynamical model of an F-8 aircraft's longitudinal motion in the presence of a non-zero initial attack angle. The dynamical model used in this paper is inherently stable around its equilibrium point. However, it

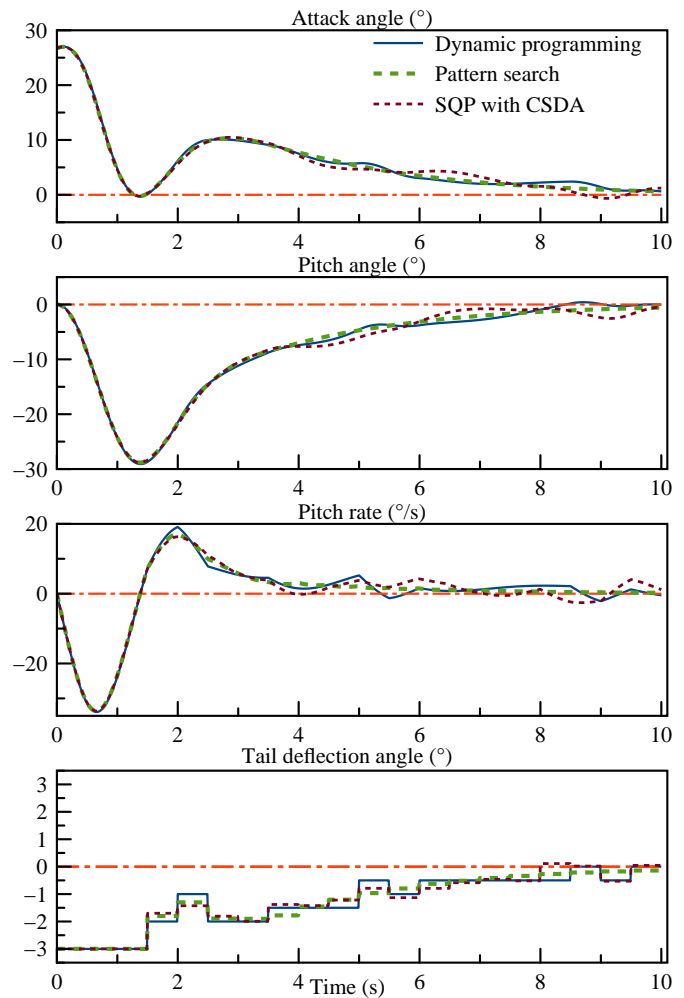


Fig. 4. The aircraft's stabilizing action when  $x_1(0) = 26.7^\circ$ .

TABLE III  
ABSOLUTE TERMINAL DISTANCE FROM THE ORIGIN WITH MATLAB PATTERN SEARCH

$x_1(0)$	$ x_1(10) $	$ x_2(10) $	$ x_3(10) $
$20.0^\circ$	$0.1641^\circ$	$0.1485^\circ$	$0.0683^\circ$
$22.9^\circ$	$0.2669^\circ$	$0.2424^\circ$	$0.1089^\circ$
$26.7^\circ$	$0.6293^\circ$	$0.5539^\circ$	$0.2772^\circ$
$32.0^\circ$	$3.6255^\circ$	$3.6920^\circ$	$1.1044^\circ$

has a finite region of attraction that requires further analysis to define its boundary of attraction. We have not yet done such analysis in this paper and it will be an interesting topic for us to investigate in the future.

As for dynamic programming implementation, the results demonstrate that dynamic programming can solve the stabilization problem of an F-8 aircraft's longitudinal motion. Additionally, the selected objective function that minimizes temporal fluctuation suits the real-world applications since it generates smooth state trajectories that are physically realizable.

Overall, the results from dynamic programming are very

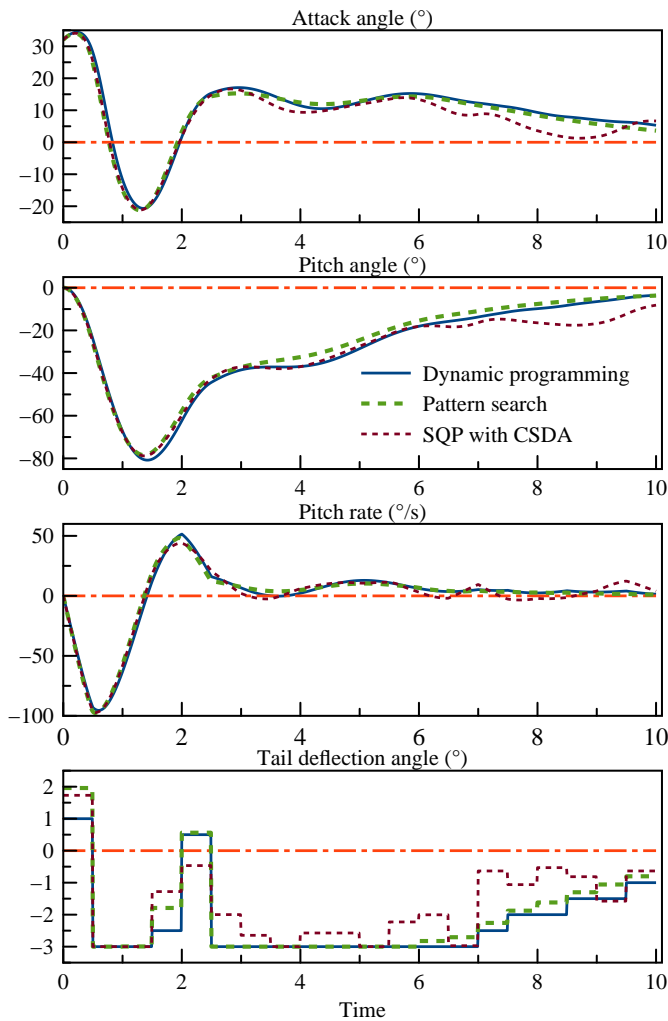


Fig. 5. The aircraft's stabilizing action when  $x_1(0) = 32.0^\circ$ .

similar to the MATLAB pattern search method. Thus, we can ensure that the MATLAB pattern search method can also be used as a benchmark for optimal control design for the dynamical model stated in (1). Such an information is very beneficial since MATLAB pattern search is faster and requires less memory space when compared to dynamic programming. Yet, MATLAB pattern search successfully gives the exact solution that is similar to dynamic programming.

In this current work, the input variable, the tail deflection angle, is generated as a piecewise-constant function. This is because our in-house dynamic programming function package, the YADPF, applies zero-order-hold (ZOH) operations when discretizing the input variable. Additionally, the proposed dynamical does not include the tail's dynamic. Since a piecewise-constant function is not realizable in actual physical systems, a piecewise-linear function can be used in the future. This may require an additional state variable or modifications in the YADPF function package. Another interesting future work is to find the analytic derivative of the objective function for a successful SQP implementation.

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