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~~Fault Tolerant Flight Control and Guidance Systems ...~~

• the flight control and guidance system should be reconfigurable depending on actuator fault occurrence or aircraft damage, and should be able to avoid obstacles. Fault-tolerant Flight Control and Guidance Systems addresses all of these aspects with a practical approach following three main requirements: being applicable in real-time; highly computationally efficient; and modular.

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~~Fault tolerant Flight Control and Guidance Systems ...~~

The European Flight Mechanics Action Group FM-AG(16) on Fault Tolerant Control, established in 2004 and concluded in 2008, represented a collaboration involving thirteen European partners from industry, universities and research establishments under the auspices of the Group for Aeronautical Research and Technology in Europe (GARTEUR) program.

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An adaptive fault-tolerant control law based on parameter estimation is designed to achieve active fault tolerance in case of horizontal stabilizer damage. The simulation and experimental results indicate that the proposed model and adaptive fault-tolerant controller provide preferable performance when the horizontal stabilizer is damaged.

~~Dynamics and adaptive fault tolerant flight control under ...~~

The European Flight Mechanics Action Group FM-AG(16) on Fault Tolerant Control, established in 2004 and concluded in 2008, represented a collaboration involving thirteen European partners from industry, universities and research establishments under the auspices of the Group for Aeronautical Research and Technology in Europe (GARTEUR) program.

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~~Fault Tolerant Formations Control of UAVs Subject to Permanent and Intermittent Faults 10 October 2013 | Journal of Intelligent & Robotic Systems, Vol. 73, No. 1-4 Adaptive sliding mode observer-based fault diagnosis for flight control system~~

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For flight control systems, this paper proposes an adaptive control approach based on a framework of Explicit Model Following Direct Adaptive Control scheme. As a first step, a modified F-16 dynamics model is developed to explore control surface redundancies, as well as to enable modelling of dynamics changes result from faults, failures and/or plant deviations.

~~Adaptive and Fault Tolerant Flight Control Systems - GitHub~~

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GARTEUR FM-AG 16 project ?fault tolerant flight control systems?, is used for the purpose of further simulation study and testing of the FTFC scheme developed by making the combined use of concurrent learning NN and SMC theory. The simulation results under the given fault scenario show a promising reconfiguration performance.

~~Fault Tolerant Control for Nonlinear Aircraft based on ...~~

Fault-tolerant flight control systems are often complemented by a robust guidance system to achieve safe landing objective. For example, Menon et al. implemented a robust guidance algorithm for impaired aircraft based on a point mass nonlinear aircraft model. The guidance algorithm was formulated with the finite interval differential game.

~~Nonlinear Fault Tolerant Guidance and Control for Damaged ...~~

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In order to improve the safety of hexarotor UAV during flight, a fault-tolerant control scheme independent of basic control law and control distribution is designed in this paper. Firstly, the linear active disturbance rejection control (LADRC) was used as the basic control law for attitude control of hexarotor UAV.

~~Fault Tolerant Control Algorithm of Hexarotor UAV~~

An automatic flight control system that enables safe and reliable aircraft flight using a subset of aerodynamic control surfaces. A unique feature is that this subset includes cases where only one aerodynamic control surface is functional.

~~Fault Tolerant Aircraft Flight Control - 20150238 ...~~

A reconfigurable flight control system (FCS) is a flight control system that can accommodate the effects of faults by modifying the control system when faults occur during flight.

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a fault to be in some way circumvented. Flight control is a promising application area for fault-tolerant control, because aircraft, in addition to being very fully instrumented, usually have some actuator redundancy. Civilian airliners, for example, have spoilers (air brakes) which are sometimes used to provide a rolling moment at low