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Statistical Inference for STructural HEalth Monitoring

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2. Overall Objectives

2.1. Overall Objectives

Keywords: *aeronautics*, *change detection*, *civil engineering*, *diagnostics*, *monitoring*, *on-line identification and detection algorithms*, *optimal sensors placement*, *sensors fusion*, *statistical hypotheses testing*, *subspace-based algorithms*, *system identification*, *vibration-based structural analysis and damage detection and localization*.

2.1.1. Context.

Structural Health Monitoring (SHM) is the whole process of the design, development and implementation of techniques for the detection, localization and estimation of damages, for monitoring the integrity of structures and machines within the aerospace, civil and mechanical engineering infrastructures [37], [52]. In addition to these key driving application areas, SHM is now spreading over most transportation infrastructures and vehicles, within the naval, railway and automobile domains. Examples of structures or machines to be monitored include aircrafts, space crafts, buildings, bridges, dams, ships, offshore platforms, on-shore and off-shore wind farms (wind energy systems), turbo-alternators and other heavy machinery, ...

The emergence of stronger safety and environmental norms, the need for early decision mechanisms, together with the widespread diffusion of sensors of all kinds, result in a thorough renewal of sensor information processing problems. This calls for new research investigations within the sensor data (signal and image) information processing community. In particular, efficient and robust methods for structural analysis, non destructive evaluation, integrity monitoring, damage diagnostics and localization, are necessary for fatigue and aging prevention, and for condition-based maintenance. Moreover, multidisciplinary research, mixing information science, engineering science and scientific computing, is mandatory. However, most of the SHM research investigations are conducted within mechanical, civil and aeronautical engineering departments, with little involvement of advanced data information processing specialists.

2.1.2. Objectives.

In this context, and based on our background and results on model-based statistical identification, change detection and vibration monitoring, our objectives are :

- Importing knowledge from engineering communities within our model-based information processing methods;

- Mixing statistical inference tools (identification, detection, rejection) with simplified models of aerodynamical effects, thermo-dynamical or other environmental effects;

- Involving nonlinearities in the models, algorithms and proofs of performances;

- Exporting our data processing algorithms within the SHM community, based on specific training actions, on a dedicated free Scilab toolbox, and an industrial software.

2.1.3. Industrial and academic relations.

- Multi–partners projects: at European level on exploitation of flight test data under natural excitation conditions (FliTE2 - Eurêka), on structural assessment, monitoring and control (SAMCO - FP5 Growth),

- Academic research: national project on monitoring civil engineering structures (CONSTRUCTIF - ACI S&I), European network on system identification (FP5 TMR), FWO research network on identification and control.

3. Scientific Foundations

3.1. Introduction

In this section, the main features for the key monitoring issues, namely identification, detection, and diagnostics, are provided, and a particular instantiation relevant for vibration monitoring is described.

It should be stressed that the foundations for identification, detection, and diagnostics, are fairly general, if not generic. Handling high order linear dynamical systems, in connection with finite elements models, which call for using subspace-based methods, is specific to vibration-based SHM. Actually, one particular feature of model-based sensor information data processing as exercised in SISTHEM, is the combined use of black-box or semi-physical models together with physical ones. Black-box and semi-physical models are, for example, eigenstructure parameterizations of linear MIMO systems, of interest for modal analysis and vibration-based SHM. Such models are intended to be identifiable. However, due to the large model orders that need to be considered, the issue of model order selection is really a challenge. Traditional advanced techniques from statistics such as the various forms of Akaïke criteria (AIC, BIC, MDL, ...) do not work at all. This gives raise to new research activities specific to handling high order models.

Our approach to monitoring assumes that a model of the monitored system is available. This is a reasonable assumption, especially within the SHM areas. The main feature of our monitoring method is its intrinsic ability to the early warning of small deviations of a system with respect to a reference (safe) behavior under usual operating conditions, namely without any artificial excitation or other external action. Such a normal behavior is summarized in a reference parameter vector θ_0, for example a collection of modes and mode-shapes.

3.2. Identification

Keywords: *adaptive estimation*, *estimating function*, *recursive estimation*.

See module 6.1.

The behavior of the monitored continuous system is assumed to be described by a parametric model $\{\mathbf{P}_\theta, \theta \in \Theta\}$, where the distribution of the observations $(Z_0, ..., Z_N)$ is characterized by the parameter vector $\theta \in \Theta$. An *estimating function*, for example of the form :

$$\mathcal{K}_N(\theta) = 1/N \sum_{k=0}^{N} K(\theta, Z_k)$$

is such that $\mathbf{E}_\theta[\mathcal{K}_N(\theta)] = 0$ for all $\theta \in \Theta$. In many situations, $\mathcal{K}$ is the gradient of a function to be minimized : squared prediction error, log-likelihood (up to a sign), ... For performing model identification on the basis of observations $(Z_0, ..., Z_N)$, an estimate of the unknown parameter is then [40] :

$$\hat{\theta}_N = \arg\{\theta \in \Theta \ : \ \mathcal{K}_N(\theta) = 0\}$$

Assuming that θ^* is the true parameter value, and that $\mathbf{E}_{\theta^*}[\mathcal{K}_N(\theta)] = 0$ if and only if $\theta = \theta^*$ with θ^* fixed (identifiability condition), then $\hat{\theta}_N$ converges towards θ^*. >From the central limit theorem, the vector $\mathcal{K}_N(\theta^*)$ is asymptotically Gaussian with zero mean, with covariance matrix Σ which can be either computed or estimated. If, additionally, the matrix $\mathcal{J}_N = -\mathbf{E}_{\theta^*}[\mathcal{K}'_N(\theta^*)]$ is invertible, then using a Taylor expansion and the constraint $\mathcal{K}_N(\hat{\theta}_N) = 0$, the asymptotic normality of the estimate is obtained :

$$\sqrt{N}\,(\hat{\theta}_N - \theta^*) \approx \mathcal{J}_N^{-1}\,\sqrt{N}\,\mathcal{K}_N(\theta^*)$$

In many applications, such an approach must be improved in the following directions :

- *Recursive estimation:* the ability to compute $\hat{\theta}_{N+1}$ simply from $\hat{\theta}_N$;
- *Adaptive estimation:* the ability to *track* the true parameter θ^* when it is time-varying.

3.3. Detection

Keywords: *local approach*, *residual evaluation*, *residual generation*.

See module 6.4.

Our approach to on-board detection is based on the so-called asymptotic statistical local approach, which we have extended and adapted [6], [5], [2]. It is worth noticing that these investigations of ours have been initially motivated by a vibration monitoring application example. It should also be stressed that, as opposite to many monitoring approaches, our method does not require repeated identification for each newly collected data sample.

For achieving the early detection of small deviations with respect to the normal behavior, our approach generates, on the basis of the reference parameter vector θ_0 and a new data record, indicators which automatically perform :

- The early detection of a slight mismatch between the model and the data;
- A preliminary diagnostics and localization of the deviation(s);
- The tradeoff between the magnitude of the detected changes and the uncertainty resulting from the estimation error in the reference model and the measurement noise level.

These indicators are computationally cheap, and thus can be embedded. This is of particular interest in some applications, such as flutter monitoring, as explained in module 4.4.

As in most fault detection approaches, the key issue is to design a *residual*, which is ideally close to zero under normal operation, and has low sensitivity to noises and other nuisance perturbations, but high sensitivity to small deviations, before they develop into events to be avoided (damages, faults, ...). The originality of our approach is to :

- *Design* the residual basically as a *parameter estimating function*,
- *Evaluate* the residual thanks to a kind of central limit theorem, stating that the residual is asymptotically Gaussian and reflects the presence of a deviation in the parameter vector through a change in its own mean vector, which switches from zero in the reference situation to a non-zero value.

This is actually a strong result, which transforms any detection problem concerning a parameterized stochastic *process* into the problem of monitoring the mean of a Gaussian *vector*.

The behavior of the monitored system is again assumed to be described by a parametric model $\{\mathbf{P}_\theta \, , \, \theta \in \Theta\}$, and the safe behavior of the process is assumed to correspond to the parameter value θ_0. This parameter often results from a preliminary identification based on reference data, as in module 3.2.

Given a new N-size sample of sensors data, the following question is addressed : *Does the new sample still correspond to the nominal model* $\mathbf{P}_{\theta_0}$ *?* One manner to address this generally difficult question is the following. The asymptotic local approach consists in deciding between the nominal hypothesis and a *close* alternative hypothesis, namely :

$$\text{(Safe) } \mathbf{H}_0 : \ \theta = \theta_0 \quad \text{and} \quad \text{(Damaged) } \mathbf{H}_1 : \ \theta = \theta_0 + \eta/\sqrt{N} \tag{1}$$

where η is an unknown but fixed change vector. A residual is generated under the form :

$$\zeta_N = 1/\sqrt{N} \ \sum_{k=0}^{N} K(\theta_0, Z_k) = \sqrt{N} \ \mathcal{K}_N(\theta_0) \ . \tag{2}$$

If the matrix $\mathcal{J}_N = - \mathbf{E}_{\theta_0}[\mathcal{K}'_N(\theta_0)]$ converges towards a limit $\mathcal{J}$, then the central limit theorem shows [35] that the residual is asymptotically Gaussian :

$$\zeta_N \xrightarrow[N \to \infty]{} \begin{cases} \mathcal{N}(0, \Sigma) & \text{under } \mathbf{P}_{\theta_0} \ , \\[2mm] \mathcal{N}(\mathcal{J}\,\eta, \Sigma) & \text{under } \mathbf{P}_{\theta_0 + \eta/\sqrt{N}} \ , \end{cases}$$

where the asymptotic covariance matrix Σ can be estimated, and manifests the deviation in the parameter vector by a change in its own mean value. Then, deciding between $\eta = 0$ and $\eta \neq 0$ amounts to compute the following χ^2-test, provided that $\mathcal{J}$ is full rank and Σ is invertible :

$$\chi^2 = \overline{\zeta}^T \mathbf{F}^{-1} \overline{\zeta} \gtrless \lambda \ . \tag{3}$$

where

$$\overline{\zeta} \triangleq \mathcal{J}^T \Sigma^{-1} \zeta_N \ \text{ and } \ \mathbf{F} \triangleq \mathcal{J}^T \Sigma^{-1} \mathcal{J} \tag{4}$$

With this approach, it is possible to decide, with a quantifiable error level, if a residual value is significantly different from zero, for assessing whether a fault/damage has occurred. It should be stressed that the residual and the sensitivity and covariance matrices $\mathcal{J}$ and Σ can be evaluated (or estimated) for the nominal model. In particular, it is *not* necessary to re-identify the model, and the sensitivity and covariance matrices can be pre-computed off-line.

3.4. Diagnostics

Keywords: *diagnostics*, *isolation*.

See modules 6.5 and 6.4.

A further monitoring step, often called *fault isolation*, consists in determining which (subsets of) components of the parameter vector θ have been affected by the change. Solutions for that are now described. How this relates to diagnostics is addressed afterwards.

3.4.1. Isolation.

The question: *which (subsets of) components of θ have changed ?*, can be addressed using either nuisance parameters elimination methods or a multiple hypotheses testing approach [32]. Here we only sketch two intuitively simple statistical nuisance elimination techniques, which proceed by projection and rejection, respectively.

The fault vector η is partitioned into an informative part and a nuisance part, and the sensitivity matrix $\mathcal{J}$, the Fisher information matrix $\mathbf{F} = \mathcal{J}^T \Sigma^{-1} \mathcal{J}$ and the normalized residual $\overline{\zeta} = \mathcal{J}^T \Sigma^{-1} \zeta_N$ are partitioned accordingly

$$\eta = \left(\begin{array}{c} \eta_a \\ \eta_b \end{array} \right) \quad, \quad \mathcal{J} = \left(\begin{array}{cc} \mathcal{J}_a & \mathcal{J}_b \end{array} \right) \quad, \quad \mathbf{F} = \left(\begin{array}{cc} \mathbf{F}_{aa} & \mathbf{F}_{ab} \\ \mathbf{F}_{ba} & \mathbf{F}_{bb} \end{array} \right) \quad, \quad \overline{\zeta} = \left(\begin{array}{c} \overline{\zeta}_a \\ \overline{\zeta}_b \end{array} \right) \quad.$$

A rather intuitive statistical solution to the isolation problem, which can be called *sensitivity* approach, consists in projecting the deviations in η onto the subspace generated by the components η_a to be isolated, and deciding between $\eta_a = \eta_b = 0$ and $\eta_a \neq 0, \eta_b = 0$. This results in the following test statistics :

$$t_a = \overline{\zeta}_a^T \mathbf{F}_{aa}^{-1} \overline{\zeta}_a \quad, \tag{5}$$

where $\overline{\zeta}_a$ is the partial residual (score). If $t_a \geq t_b$, the component responsible for the fault is considered to be a rather than b.

Another statistical solution to the problem of isolating η_a consists in viewing parameter η_b as a nuisance, and using an existing method for inferring part of the parameters while ignoring and being robust to the complementary part. This method is called *min-max approach*. It consists in replacing the nuisance parameter component η_b by its least favorable value, for deciding between $\eta_a = 0$ and $\eta_a \neq 0$, with η_b unknown. This results in the following test statistics :

$$t_a^* = \overline{\zeta}_a^{* \, T} \mathbf{F}_a^{*-1} \overline{\zeta}_a^* \quad, \tag{6}$$

where $\overline{\zeta}_a^* \triangleq \overline{\zeta}_a - \mathbf{F}_{ab} \mathbf{F}_{bb}^{-1} \overline{\zeta}_b$ is the effective residual (score) resulting from the regression of the informative partial score $\overline{\zeta}_a$ over the nuisance partial score $\overline{\zeta}_b$, and where the Schur complement $\mathbf{F}_a^* = \mathbf{F}_{aa} - \mathbf{F}_{ab} \mathbf{F}_{bb}^{-1} \mathbf{F}_{ba}$ is the associated Fisher information matrix. If $t_a^* \geq t_b^*$, the component responsible for the fault is considered to be a rather than b.

The properties and relationships of these two types of tests are investigated in [30].

3.4.2. Diagnostics.

In most SHM applications, a complex physical system, characterized by a generally non identifiable parameter vector Φ has to be monitored using a simple (black-box) model characterized by an identifiable parameter vector θ. A typical example is the vibration monitoring problem in module 4.2, for which complex finite elements models are often available but not identifiable, whereas the small number of existing sensors calls for identifying only simplified input-output (black-box) representations. In such a situation, two different diagnosis problems may arise, namely diagnosis in terms of the black-box parameter θ and diagnosis in terms of the parameter vector Φ of the underlying physical model.

The isolation methods sketched above are possible solutions to the former. Our approach to the latter diagnosis problem is basically a detection approach again, and not a (generally ill-posed) inverse problem

estimation approach [4]. The basic idea is to note that the physical sensitivity matrix writes $\mathcal{J}\,\mathcal{J}_{\Phi\theta}$, where $\mathcal{J}_{\Phi\theta}$ is the Jacobian matrix at Φ_0 of the application $\Phi \mapsto \theta(\Phi)$, and to use the sensitivity test (5) for the components of the parameter vector Φ. Typically this results in the following type of directional test :

$$\chi_{\Phi}^2 = \zeta^T \, \Sigma^{-1} \, \mathcal{J} \, \mathcal{J}_{\Phi\theta} \, (\mathcal{J}_{\Phi\theta}^T \, \mathcal{J}^T \, \Sigma^{-1} \, \mathcal{J} \, \mathcal{J}_{\Phi\theta})^{-1} \, \mathcal{J}_{\Phi\theta}^T \, \mathcal{J}^T \, \Sigma^{-1} \, \zeta \gtrless \lambda \ . \tag{7}$$

It should be clear that the selection of a particular parameterization Φ for the physical model may have a non negligible influence on such type of tests, according to the numerical conditioning of the Jacobian matrices $\mathcal{J}_{\Phi\theta}$.

As a summary, the machinery in modules 3.2, 3.3 and 3.4 provides us with a generic framework for designing monitoring algorithms for continuous structures, machines and processes. This approach assumes that a model of the monitored system is available. This is a reasonable assumption within the field of applications described in module 4.2, since most mechanical processes rely on physical principles which write in terms of equations, providing us with models. These important *modeling* and *parameterization* issues are among the questions we intend to investigate within our research program.

The key issue to be addressed within each parametric model class is the residual generation, or equivalently the choice of the *parameter estimating function*.

3.5. Subspace-based identification and detection

Keywords: *Hankel matrix factorization*, *covariance-driven subspace-based algorithms*.

See module 6.4.

For reasons closely related to the vibrations monitoring applications described in module 4.2, we have been investigating subspace-based methods, for both the identification and the monitoring of the eigenstructure $(\lambda, \varphi_\lambda)$ of the state transition matrix F of a linear dynamical state-space system :

$$\begin{cases} X_{k+1} & = & F \ X_k + V_{k+1} \\ Y_k & = & H \ X_k \end{cases} , \tag{8}$$

namely the (λ, ϕ_λ) defined by :

$$\det \ (F - \lambda \ I) = 0, \ \ (F - \lambda \ I) \ \varphi_\lambda = 0, \ \ \phi_\lambda \stackrel{\Delta}{=} H \ \varphi_\lambda \tag{9}$$

The (canonical) parameter vector in that case is :

$$\theta \stackrel{\Delta}{=} \left(\begin{array}{c} \Lambda \\ \mathrm{vec}\Phi \end{array} \right) \tag{10}$$

where Λ is the vector whose elements are the eigenvalues λ, Φ is the matrix whose columns are the ϕ_λ's, and vec is the column stacking operator.

Subspace-based methods is the generic name for linear systems identification algorithms based on either time domain measurements or output covariance matrices, in which different subspaces of Gaussian random vectors play a key role [51]. A contribution of ours, minor but extremely fruitful, has been to write the output-only covariance-driven subspace identification method under a form which involves a parameter estimating function, from which we define a *residual adapted to vibration monitoring* [1]. This is explained next.

3.5.1. *Covariance-driven subspace identification.*

Let $R_i \stackrel{\Delta}{=} \mathbf{E} \left(Y_k \ Y_{k-i}^T \right)$ and:

$$\mathcal{H}_{p+1,q} \triangleq \begin{pmatrix} R_0 & R_1 & \vdots & R_{q-1} \\ R_1 & R_2 & \vdots & R_q \\ \vdots & \vdots & \vdots & \vdots \\ R_p & R_{p+1} & \vdots & R_{p+q-1} \end{pmatrix} \triangleq \mathrm{Hank}\,(R_i) \tag{11}$$

be the output covariance and Hankel matrices, respectively; and: $G \triangleq \mathbf{E}\left(X_k Y_k^T\right)$ Direct computations of the R_i's from the equations (8) lead to the well known key factorizations :

$$\begin{aligned} R_i &= HF^i G \\ \mathcal{H}_{p+1,q} &= \mathcal{O}_{p+1}(H,F)\,\mathcal{C}_q(F,G) \end{aligned} \tag{12}$$

where:

$$\mathcal{O}_{p+1}(H,F) \triangleq \begin{pmatrix} H \\ HF \\ \vdots \\ HF^p \end{pmatrix} \quad \text{and} \quad \mathcal{C}_q(F,G) \triangleq (G \ FG \ \cdots \ F^{q-1}G)$$

are the observability and controllability matrices, respectively. The observation matrix H is then found in the first block-row of the observability matrix $\mathcal{O}$. The state-transition matrix F is obtained from the shift invariance property of $\mathcal{O}$. The eigenstructure $(\lambda,\varphi_\lambda)$ then results from (9).

Since the actual model order is generally not known, this procedure is run with increasing model orders.

3.5.2. *Model parameter characterization.*

Choosing the eigenvectors of matrix F as a basis for the state space of model (8) yields the following representation of the observability matrix:

$$\mathcal{O}_{p+1}(\theta) = \begin{pmatrix} \Phi \\ \Phi\Delta \\ \vdots \\ \Phi\Delta^p \end{pmatrix} \tag{13}$$

where $\Delta \triangleq \mathrm{diag}(\Lambda)$, and Λ and Φ are as in (10). Whether a nominal parameter θ_0 fits a given output covariance sequence $(R_j)_j$ is characterized by [1]:

$$\mathcal{O}_{p+1}(\theta_0) \quad \text{and} \quad \mathcal{H}_{p+1,q} \quad \text{have the same left kernel space.} \tag{14}$$

This property can be checked as follows. From the nominal θ_0, compute $\mathcal{O}_{p+1}(\theta_0)$ using (13), and perform e.g. a singular value decomposition (SVD) of $\mathcal{O}_{p+1}(\theta_0)$ for extracting a matrix U such that:

$$U^T\,U = I_s \quad \text{and} \quad U^T\,\mathcal{O}_{p+1}(\theta_0) = 0 \tag{15}$$

Matrix U is not unique (two such matrices relate through a post-multiplication with an orthonormal matrix), but can be regarded as a function of θ_0. Then the characterization writes:

$$U(\theta_0)^T\,\mathcal{H}_{p+1,q} = 0 \tag{16}$$

3.5.3. *Residual associated with subspace identification.*

Assume now that *a reference θ_0 and a new sample $Y_1, \cdots, Y_N$ are available.* For checking whether the data agree with θ_0, the idea is to compute the empirical Hankel matrix $\hat{\mathcal{H}}_{p+1,q}$:

$$\hat{\mathcal{H}}_{p+1,q} \triangleq \text{Hank}\left(\hat{R}_i\right), \quad \hat{R}_i \triangleq 1/(N-i) \sum_{k=i+1}^{N} Y_k\, Y_{k-i}^T \tag{17}$$

and to define the residual vector:

$$\zeta_N(\theta_0) \triangleq \sqrt{N}\ \text{vec}\left(U(\theta_0)^T\ \hat{\mathcal{H}}_{p+1,q}\right) \tag{18}$$

Let θ be the actual parameter value for the system which generated the new data sample, and $\mathbf{E}_\theta$ be the expectation when the actual system parameter is θ. From (16), we know that $\zeta_N(\theta_0)$ has zero mean when no change occurs in θ, and nonzero mean if a change occurs. Thus $\zeta_N(\theta_0)$ plays the role of a residual.

It is our experience that this residual has highly interesting properties, both for damage detection [1] and localization [4], and for flutter monitoring [10].

3.5.4. *Other uses of the key factorizations.*

Factorization (3.5.1) is the key for a characterization of the canonical parameter vector θ in (10), and for deriving the residual. Factorization (12) is also the key for :

- Proving consistency and robustness results [28];

- Designing an extension of covariance-driven subspace identification algorithm adapted to the presence and fusion of non-simultaneously recorded multiple sensors setups [7];

- Proving the consistency and robustness of this extension [8];

- Designing various forms of *input-output* covariance-driven subspace identification algorithms adapted to the presence of both known inputs and unknown excitations [11].

4. Application Domains

4.1. Introduction

In this section, the problems we are faced with vibration-based monitoring and within our two major application domains are briefly described.

4.2. Vibrations-based monitoring

Keywords: *mechanical structure*, *modal analysis*, *subspace–based method*, *vibrations*.

See modules 3.5, 6., 7.1 and 8.1.

Detecting and localizing damages for monitoring the integrity of structural and mechanical systems is a topic of growing interest, due to the aging of many engineering constructions and machines and to increased safety norms. Many current approaches still rely on visual inspections or *local* non destructive evaluations performed manually. This includes acoustic, ultrasonic, radiographic or eddy-current methods; magnet or thermal field techniques, ... These experimental approaches assume an *a priori* knowledge and the accessibility of a neighborhood of the damage location. Automatic *global* vibration-based monitoring techniques have been recognized to be useful alternatives to those local evaluations [37]. However this has led to actual damage monitoring systems only in the field of rotating machines.

A common feature of the structures to be monitored (e.g. civil engineering structures subject to hurricanes or earthquakes, but also swell, wind and rain; aircrafts subject to strength and turbulences, ...) is the following. These systems are subject to both fast and unmeasured variations in their environment and small slow variations in their vibrating characteristics. The available data (measurements from e.g. strain gauges or accelerometers) do not separate the effects of the external forces from the effect of the structure. The external forces vary more rapidly than the structure itself (fortunately !), damages or fatigues on the structure are of

interest, while any change in the excitation is meaningless. Expert systems based on a human-like exploitation of recorded spectra can hardly work in such a case : the changes of interest (1% in eigenfrequencies) are visible neither on the signals nor on their spectra. A global health monitoring method must rather rely on a model which will help in discriminating between the two mixed causes of the changes that are contained in the measurements.

Classical modal analysis and vibration monitoring methods basically process data registered either on test beds or under specific excitation or rotation speed conditions. However there is a need for vibration monitoring algorithms devoted to the processing of data recorded in-operation, namely during the actual functioning of the considered structure or machine, without artificial excitation, speeding down or stopping.

Health monitoring techniques based on processing vibration measurements basically handle two types of characteristics: the *structural parameters* (mass, stiffness, flexibility, damping) and the *modal parameters* (modal frequencies, and associated damping values and mode-shapes); see [48] and references therein. A central question for monitoring is to compute *changes* in those characteristics and to assess their *significance*. For the *frequencies*, crucial issues are then: how to compute the changes, to assess that the changes are significant, to handle *correlations* among individual changes. A related issue is how to compare the changes in the frequencies obtained from experimental data with the sensitivity of modal parameters obtained from an analytical model. Furthermore, it has been widely acknowledged that, whereas changes in frequencies bear useful information for damage *detection*, information on changes in (the curvature of) mode-shapes is mandatory for performing damage *localization*. Then, similar issues arise for the computation and the significance of the changes. In particular, assessing the significance of (usually small) changes in the mode-shapes, and handling the (usually high) correlations among individual mode-shape changes are still considered as opened questions [48], [37].

Controlling the computational complexity of the processing of the collected data is another standard monitoring requirement, which includes a limited use of an analytical model of the structure. Moreover, the reduction from the analytical model to the experimental model (truncated modal space) is known to play a key role in the success of model-based damage detection and localization.

The approach which we have been developing, based on the foundations in modules 3.2–3.5, aims at addressing all the issues and overcoming the limitations above.

4.3. Civil engineering

See modules 3.5, 6.1, 6.5 and 8.1.

Civil engineering is a currently renewing scientific research area, which can no longer be restricted to the single mechanical domain, with numerical codes as its central focus. Recent and significant advances in physics and physical chemistry have improved the understanding of the detailed mechanisms of the constitution and the behavior of various materials (see e.g. the multi-disciplinary general agreement CNRS-Lafarge). Moreover, because of major economical and societal issues, such as durability and safety of infrastructures, buildings and networks, civil engineering is evolving towards a multi-disciplinary field, involving in particular information sciences and technologies and environmental sciences.

These last ten years, monitoring the integrity of the civil infrastructure has been an active research topic, including in connected areas such as automatic control, for mastering either the aging of the bridges, as in America (US, Canada) and Great Britain, or the resistance to seismic events and the protection of the cultural heritage, as in Italy and Greece. The research effort in France seems to be more recent, maybe because a tendency of long term design without fatigue oriented inspections, as opposite to less severe design with planned mid-term inspections. One of the current thematic priorities of the Réseau de Génie Civil et Urbain (RGCU) is devoted to constructions monitoring and diagnostics. The picture in Asia (Japan, and also China) is somewhat different, in that the demand for automatic data processing for global SHM systems is much higher, because recent or currently built bridges are equipped with hundreds if not thousands of sensors, in particular the Hong Kong-Shenzen Western Corridor and Stonecutter Bridge projects.

Among the challenges for vibration-based bridges health monitoring, two major issues are the different kinds of (non measured) excitation sources and the environmental effects [49]. Typically the traffic on *and* under the bridge, the wind and also the rain, contribute to excite the structure, and influence the measured dynamics. Moreover, the temperature is also known to affect the eigenfrequencies and mode-shapes, to an extent which is significant w.r.t. the deviations to be monitored. This is addressed in module 6.5.

4.4. Aeronautics

See modules 3.5, 6.1, 6.4 and 7.1.

The aging of aerospace structures is a major current concern of civilian and military aircraft operators. Another key driving factor for SHM is to increase the operation and support efficiency of an air vehicle fleet. A SHM system is viewed as a component of a global integrated vehicle health management (IVHM) system. An overview of the users needs can be found in [33].

Improved safety and performance and reduced aircraft development and operating costs are other major concerns. One of the critical design objectives is to clear the aircraft from unstable aero-elastic vibrations (flutter) in all flight conditions. This requires a careful exploration of the dynamical behavior of the structure subject to vibration and aero-servo-elastic forces. This is achieved via a combination of ground vibration tests and in-flight tests. For both types of tests, various sensors data are recorded, and modal analyses are performed. Important challenges of the in-flight modal analyses are the limited choices for measured excitation inputs, and the presence of unmeasured natural excitation input (turbulence). A better exploitation of flight test data can be achieved by using output-only system identification methods, which exploits data recorded under natural excitation conditions (e.g., turbulent), without resorting to artificial control surface excitation and other types of excitation inputs [11].

A crucial issue is to ensure that the newly designed airplane is stable throughout its operating range. A critical instability phenomenon, known under the name of *"aero-elastic flutter, involves the unfavorable interaction of aerodynamic, elastic, and inertia forces on structures to produce an unstable oscillation that often results in structural failure"* [41]. For preventing from this phenomenon, the airplane is submitted to a flight flutter testing procedure, with incrementally increasing altitude and airspeed. The problem of predicting the speed at which flutter can occur is usually addressed with the aid of identification methods achieving modal analysis from the in-flight data recorded during these tests. The rationale is that the damping coefficient reflects the rate of increase or decrease in energy in the aero-servo-elastic system, and thus is a relevant measure of stability. Therefore, while frequencies and mode-shapes are usually the most important parameters in structural analysis, the most critical ones in flutter analysis are the damping factors, for some critical modes. The mode-shapes are usually not estimated for flutter testing.

Until the late nineties, most approaches to flutter clearance have led to *data-based* methods, processing different types of data. A *combined data-based and model-based* method has been introduced recently under the name of flutterometer. Based on an aero-elastic state-space model and on frequency-domain transfer functions extracted from sensor data under controlled excitation, the flutterometer computes on-line a robust flutter margin using the μ-method for analyzing the worst case effects of model uncertainty. In recent comparative evaluations using simulated and real data [36], [42], several data-based methods are shown to fail in accurately predicting flutter when using data from low speed tests, whereas the flutterometer turns out not to converge to the true flutter speed during envelope expansion, due to inherent conservative predictions.

Algorithms achieving the *on-line in-flight* exploitation of flight test data are expected to allow a more direct exploration of the flight domain, with improved confidence and reduced costs. Among other challenges, one important issue to be addressed on-line is the flight flutter monitoring problem, stated as the problem of monitoring some specific damping coefficients. On the other hand, it is known, e.g. from Cramer-Rao bounds, that damping factors are difficult to estimate accurately. For improving the estimation of damping factors, and moreover for achieving this in real-time during flight tests, one possible although unexpected route is to rely on detection algorithms able to decide whether some damping factor decreases below some critical value or

not. The rationale is that detection algorithms usually have a much shorter response time than identification algorithms. This is addressed in module 6.4.

5. Software

5.1. COSMAD: Modal analysis and health monitoring Scilab toolbox

Keywords: *Scilab*, *damage detection*, *damage localization*, *identification*, *input-output identification*, *modal diagnosis*, *optimal sensor positioning*, *output-only identification*, *sensor fusion*, *subspace-based identification*, *vibration monitoring*.

Participants: Laurent Mevel [corresponding person], Maurice Goursat, Auguste Sam.

With the help of Yann Veillard and Auguste Sam, engineers, Laurent Mevel and Maurice Goursat have developed a Scilab toolbox devoted to modal analysis and vibration monitoring of structures or machines subjected to known or ambient (unknown) excitation [45], [44].

This software (COSMAD 3.1.1) has been registered at the APP under the number
IDDN.FR.001.210011.000.S.A.2003.000.20700
and can be down-loaded from http://www.irisa.fr/sisthem/cosmad/. This toolbox performs the following tasks :

- *Output-only (O/O) subspace-based identification*, working batch-wise, see modules 3.5, 6.1 and 7.1. The problem is to identify the eigenstructure (eigenvalues and observed components of the associated eigenvectors) of the state transition matrix of a linear dynamical system, using only the observation of some measured outputs summarized into a sequence of covariance matrices corresponding to successive time shifts. An overview of this method can be found in [3].

- *Input-output (I/O) subspace-based identification*, working batch-wise, see modules 3.5, 6.1 and 7.1. The problem is again to identify the eigenstructure, but now using the observation of some measured inputs and outputs summarized into a sequence of cross-covariance matrices. This method is described in [11].

- *Automatic subspace-based modal analysis*, a pre-tuned version of the O/O and I/O identification methods above. This is described in [45].

- *Automated on-line identification package*, see modules 3.2, 3.5 and 6.1. The main question is to react to non stationarities and fluctuations in the evolution of the modes, especially the damping. The developed package allows the extraction of such modes using a graphical interface allowing to follow the evolution of all frequencies and damping over time and to analyze their stabilization diagram (from which they were extracted). Automated modal extraction is performed based on the automated analysis and classification of the stabilization diagram. For this method, see [46], [47] and [19], [20], [21], [24].

- *Automatic recursive subspace-based modal analysis*, a sample point-wise version of the O/O and I/O identification algorithms above. For this method, see [39].

- *Subspace-based identification through moving sensors data fusion*, see modules 3.2 and 3.5. The problem is to identify the eigenstructure based on a joint processing of signals recorded at different time periods, under different excitations, and with different sensors pools. The key principles are described in [7] and a consistency result can be found in [8].

- *Damage detection*, working batch-wise, see modules 3.3, 3.5, and 4.2. Based on vibrations measurements processing, the problem is to perform early detection of small deviations of the structure w.r.t. a reference behavior considered as normal. Such an early detection of small deviations is mandatory for fatigue prevention. The algorithm confronts a new data record, summarized by covariance matrices, to a reference modal signature. The method is described in [1], [4].

- *Damage monitoring*, a sample point-wise version of the damage detection algorithm above. This is described in [43].

- *On-line flutter onset detection*, see modules 3.3, 3.5, 4.2 and 6.4. This algorithm detects that one damping coefficient crosses a critical value from above. For this method see [10], [22]. An extension to detect if some subset of the whole modal parameter vector varies with respect to a threshold value, applies directly to monitoring the evolution of a set of frequencies or a set of damping coefficients with respect to their reference values [22], [23].

- *Modal diagnosis*, working batch-wise, see modules 3.4, 3.5, and 4.2. This algorithm finds the modes the most affected by the detected deviation. For this method, see [4].

- *Damage localization*, see modules 3.4, 3.5 and 4.2. The problem is to find the part of the structure, and the associated structural parameters (e.g. masses, stiffness coefficients), which have been affected by the damage. We state and solve this problem as a detection problem, and not an (ill-posed) inverse estimation problem. This is explained in [4].

- *Optimal sensor positioning for monitoring*. At the design stage of the monitoring system, a criterion is computed, which quantifies the relevance of a given sensor number and positioning for the purpose of structural health monitoring. For this criterion, see the articles [31], [29].

The modules have been tested by different partners, especially the French industrial partners, EADS, Dassault and Sopemea, within the FliTE project, see module 7.1, and bilateral contracts. Based on intensive internal evaluation of the toolbox, on both simulated and real data sets, EADS Launch Vehicles and CNES are currently investigating how to use the toolbox for the exploitation of the next Ariane 5 flight data sets.

This Scilab toolbox continues to play the role of a programming and development environment for all our newly designed algorithms. Moreover, offering a *maintained* Scilab platform turns out to be a crucial factor in convincing industrial partners to undergo joint investigations with us.

6. New Results

6.1. Eigenstructure identification

Keywords: *automated identification*, *input-output identification*, *modal analysis*, *output-only identification*, *subspace–based method*.

Participants: Michèle Basseville, Albert Benveniste, Maurice Goursat, Laurent Mevel, Nimish Sharma.

See modules 3.2, 3.5, 4.2. 7.1.

6.1.1. Input/output versus output-only subspace identification.

Output-only and input/output covariance-driven subspace identification methods have been investigated from both theoretical and experimental points of view. Robustness to nonstationary excitation and convergence of input/output covariance subspace methods have been analyzed [11]. The merits of input/output and output-only approaches have been evaluated from different case studies. It has been shown that the performance of output-only methods approaches input/output methods efficiency when the sample size increases and/or when the extraction of modes from stabilization diagrams is performed with care [19], [20], [11].

6.1.2. Consistency of subspace identification methods.

This is the major theoretical result of the team this year.

Theoretical work has been performed to prove consistency of the most well known subspace approaches under non stationary excitation. It has been proved that subspace approaches, either output-only or input/output, should they be covariance, data or frequency driven, can be expressed and studied in a general framework. General consistency theorems encompassing this framework have been proved. This work has been submitted

for publication in an international journal [28]. A reduced version, focussed on output-only methods, has been accepted for presentation at CDC-ECC 2005, Seville [16].

6.1.3. *Automated modal analysis.*

Different case studies have been performed to test the capacity and robustness of the on-line monitoring method implemented in the COSMAD toolbox, see module 5.1. In particular, a four hours long dataset from the Bradford Stadium, an international benchmark, has been processed [19]. The results of this analysis will be submitted to a special issue of an international journal. Other data from a music concert scenario have been processed, and the results will presented at IMAC'06 [21].

The COSMAD toolbox has been extended to frequency-based methods. Both forward and backward frequency domain subspace methods [34] and Polymax algorithms [50] have been implemented in both interactive and on-line forms.

Automated extraction of modes and mode-shapes from stabilization diagrams in both interactive or online form have been addressed. The previous approach was considered to be too exhaustive and computationally expensive. The extraction of alignments has been refined to avoid poles redundancy. As a result, the automated modes extraction time is now negligible with respect to the estimation time, whereas previously it was of comparable order of magnitude.

These last two achievements are due to Fabien Raugi, ENSEEIHT student.

6.1.4. *Recursive Kalman and particle filtering estimation.*

Likelihood-based recursive algorithms [39] have been shown to be able to adapt to parameter changes at a sample-wise level. The objective of the current work is to extend these results to high order models from realistic civil aeronautic structures. This is a joint work between Laurent Mevel and Fabien Campillo from the ASPI project–team.

It has been shown that Kalman based recursive estimation algorithms can be computed effectively using particular filtering techniques. The algorithm for both the Kalman and particular approaches have been exposed in a paper to be presented at CDC-ECC'05 [17]. The main idea for both approaches is to write the recursive score (derivative of the likelihood function) based on the recursive computation of the prediction filter and its derivative. Expressions have been obtained in the linear case for the Kalman filters and their associated particular filtering filters.

The implementation and simulations studies have been handled by Nimish Sharma during his internship. The work has focused on evaluating which is the best parameterization among the complex poles and the frequency/damping coefficients. It has been shown by Monte Carlo studies that, although both parameterizations are in one-to-one correspondence, estimating the poles is a much simpler task that finding good estimates for the dampings. Monte Carlo studies have shown that the confidence intervals on dampings can be quite high, even when the corresponding poles are well estimated [17].

6.1.5. *Time series simulation.*

Being able to generate large time series is critical for many of our applications. Extensions and variants of our time series simulator (see 2004 activity report) have been built and tested, from the crudest linear recursion white noise simulator up to a FRF driven time series simulator. This simulator has been a key tool for many application cases this year, including flutter case generation [22], time series simulation from FRF at specific temperatures [27], and time series simulation for model validation [24], [25]. A time series simulator has been programmed and will be included in the Scilab toolbox when the GUI is completed.

6.2. Change/damage detection, isolation, and diagnostics

Keywords: *CUSUM algorithms*, *change detection*, *nuisance parameters*.

Participants: Michèle Basseville, Maurice Goursat, Laurent Mevel, Houssein Nasser.

See modules 3.3, 3.4 and 6.4.

6.2.1. Null space computation for subspace-based detection.

The subspace-based residual has been initially introduced as in (18), namely with a parametric left kernel $U(\theta_0)$ computed as displayed in (15). It turns out that it some cases it may be of interest to compute an empirical left kernel, based only on a reference dataset, and not on a reference signature. Performing a SVD of the empirical Hankel matrix built on the reference dataset provides us with such an empirical kernel. Such an approach is used e.g. in [38], [53].

When multiple reference datasets are available, as e.g. when handling the temperature effect, see module 6.5, a global empirical Hankel matrix is computed by averaging the empirical Hankel matrices corresponding to each reference dataset, and a global empirical left kernel can then be computed as above.

6.2.2. FRF driven subspace-based detection.

The damage detection test has been adapted to the (common) case where the available inputs are frequency response functions (FRF), and not time series data. Recall that the test relies on a residual (18), in which the Hankel matrix is filled with delayed covariances matrices. When the available measurements are FRF, it is possible to compute correlation matrices from the impulse response functions (IRF), which result from the inverse Fourier transform of the FRF. This new version of the test has been used for monitoring changes in the parameters due to temperature changes in an engine oil pan made of plastic composite material [27].

6.2.3. Change detection.

For the sake of better diffusion of our approach within the SHM community, some lessons have been outlined from the theory and practice of the statistical model-based change detection methodology, when investigating real fault and/or damage detection problems [13]. An emphasis has been put on the CUSUM algorithm, the introduction of a minimum change magnitude, and the cautious selection of a monitoring function (residual).

6.2.4. Adaptation in CUSUM algorithms.

Michèle Basseville has been invited to discuss a paper on the use of sequential change-point methods for detecting intrusions and other denial of services attacks in information systems. The discussion mainly addresses three issues: introducing a minimum change magnitude, adaptation and tuning of CUSUM algorithms, and processing binary quantized data [9].

6.2.5. Handling nuisance parameters.

Pursuing the work in [32], an investigation has focused on the handling of nuisance parameters in systems monitoring [15]. Classical tools have been reviewed, three statistical approaches discussed: invariant tests, GLR tests and minimax tests, and how to use these approaches for hypotheses testing and on-line change detection addressed. This is a joint work between Michèle Basseville and Igor Nikiforov from U. Techn. Troyes.

6.3. Model validation

Keywords: *modal analysis*, *model validation*, *subspace–based method*.

Participants: Michèle Basseville, Albert Benveniste, Maurice Goursat, Laurent Mevel.

See modules 3.3, 3.5, 4.2.

The main problem for identification techniques in general is to obtain confidence intervals, and more generally to assess information about some previous identification techniques output. This problem is also known as the model validation problem. It can be seen as a first step before doing any damage detection test, because damage detection techniques, should they be identification driven or (better) model driven, need to be fed with a reference signature, which must be as close as possible to the reference data. So, obtaining the best identified signature is required both as the output of the identification procedure and as the input of any damage detection procedure.

This year, two different techniques have been investigated to assess the quality of an identified modal signature. Both methods are based on the damage detection test, see module 3.5. Whereas for damage detection the subspace-based residual (18) is computed for a fixed parameterized kernel $U(\theta)$ corresponding to a given signature, in the present case of model validation the residual is computed for a modified parameterized kernel $U(\theta)$ corresponding to a collection of modified signatures to be validated on a fixed data set. The modification of the kernel around its nominal value and its impact on the test do assess the quality of the identified modal signature.

The first method is based on the simulation of a dataset associated with the reference model in order to compute the Jacobian and covariance matrices of the test (3)-(4) under the null hypothesis.

The second method computes the Jacobian and covariance matrices from the test dataset. This method is also candidate for performing damage detection for highly non stationary datasets, this will be the work of further research.

Both methods compute exactly the same residual. The only difference is in the computation of the Jacobian and covariance matrices. The resulting difference in the test behavior still points out that the most difficult part of the test computation is the estimation of the those two matrices, and not the computation of the residual itself.

Both methods have been accepted for presentation [24], [25]. A tutorial on model validation is also accepted for presentation at IMAC'06 [14].

6.4. Flutter monitoring and onset detection

Keywords: *CUSUM test*, *aeronautical structure*, *flutter*, *modal analysis*, *subspace-based residual*.

Participants: Michèle Basseville, Albert Benveniste, Maurice Goursat, Laurent Mevel, Rafik Zouari.

See modules 3.3, 3.5, 4.4 and 7.1.

In a previous study, we have investigated the flutter monitoring problem see modules 4.4 and 7.1, stated as a statistical hypotheses testing problem regarding a specified damping coefficient which crosses a critical value from above. In [10], we have advocated for an on–line test built on a sample-wise temporal data-driven computation for the subspace–based residual (18), a non-local approximation for that residual (different from the local approximation in module 3.4), and the cumulative sum (CUSUM) test [5], see also module 6.2.

Whereas in [10] the test is experimented on a real dataset, further numerical investigations on simulated data are reported in [22]. The on–line flutter monitoring algorithm has been shown to work for any modal parameter (frequency or damping). It has also been extended to simultaneous multiple modes monitoring. The effects of the modes cross-correlation and of the tuning parameters on the test performances have been investigated.

Work is ongoing to understand what is the best parameterization for flutter monitoring during flight tests. Since damping values may be highly influenced by frequency fluctuations, a parameterization in terms of frequencies and damping coefficients is not the best one. The more realistic problem of monitoring two pairs of eigenfrequencies and damping coefficients subject to specific time variations is currently investigated. >From the physics of the flutter phenomenon, it may be assumed indeed that two modes evolve until super-imposition at an unknown time instant. Both individual tests, monitoring separately either each of those four parameters or some convenient re-parameterizations, and joint tests, monitoring either each of the four possible pairs or each of the re-parameterized pairs, are being experimented. Actually, because of the super-imposition, monitoring the difference in the two frequencies is relevant as well. This work has been submitted for presentation at SYSID'06 in an invited session organized by M. Basseville, see module 9.2.

None of these approaches uses any model of the underlying physical phenomenon. The aim of the doctoral thesis of Rafik Zouari is to investigate the use of (reduced) aero-servo-elastic models for the design of flutter detection tests, and calibrate the trade-off between complexity, efficiency and robustness of the resulting algorithm. This is done within the framework of FliTE2, in particular in collaboration with J. Cooper, U. Manchester, see module 7.1.

6.5. Analyzing and handling the temperature effect

Keywords: *civil engineering structures*, *modal analysis*, *temperature effect*.

Participants: Michèle Basseville, Maurice Goursat, Laurent Mevel, Houssein Nasser.

See modules 3.4, 3.5, 4.3 and 8.1.

6.5.1. Analyzing the temperature effect.

Two investigations have been performed.

The first one has been jointly done with LMS Intl. It consisted in monitoring a structure (a composite material engine oil pan) from both an identification and a detection points of view while the structure evolves due to temperature changes. It has been shown that modal frequencies decrease with the temperature increase, that the frequency shifts are larger for system poles at higher frequency, whereas mode-shapes remain stable during most of the experiment. The FRF-based damage detection test above has shown efficient in detecting changes in the temperature [27]. A further investigation of the identification problem for this structure is reported in [18].

The second investigation has been done on a beam in a laboratory experiment provided by F. Treyssede (LCPC), within the framework of the CONSTRUCTIF project, see module 8.1. It has been shown that modal changes due to temperature variations can be higher than modal changes due to a structural damage. It may even happen that temperature induced modal changes counterbalance damage induced modal changes.

6.5.2. Handling the temperature effect.

This work is done within the framework of CONSTRUCTIF. The Ph.D. thesis of Houssein Nasser addresses the problem of rejecting the temperature effect when performing damage detection tests on civil structures. Because of the temperature effects described above, the test may not react to some damages, and conversely may be too sensitive to some ambient temperature changes.

Three different methods have been proposed for overcoming these drawbacks. The first one [26] uses the simplified temperature model relating the modal parameter of interest with the ambient temperature developed last year. The method consists in computing the Jacobian of the modal parameters with respect to the ambient temperature, and considering the temperature as a nuisance parameter. Thus, the damage detection test monitors the structural damage under the hypothesis that the temperature is a nuisance parameter.

The second method involves the computation of a finite elements model (FEM) and assumes that the temperature (or any equivalent measure of the ambient state) is measured. Then, knowing the ambient state and a reference signature at some reference ambient state, and modifying the stiffness according to the temperature model embedded in the FEM, we got the values of the computed modes at the ambient state. Then, the damage detection test can be performed with respect to this temperature dependent safe hypothesis.

The third approach is based on the collection of varying reference temperature datasets, and on the computation of the Hankel matrix and its kernel associated to all the datasets. This provides us with a reference kernel averaging all the temperature scenarii. Method 2 and Method 3 have been tested successfully on a bridge deck simulation case provided by E. Balmes (MSSMat, ECP). Validation on the laboratory beam at LCPC is also in progress.

7. Contracts and Grants with Industry

7.1. Eurêka project FliTE2

Participants: Michèle Basseville, Albert Benveniste, Maurice Goursat, Laurent Mevel, Rafik Zouari.

See modules 4.2, 4.4, 5.1, 6.1 and 6.4.
Contract INRIA — September 2005/August 2008.

We have been strongly contributing to the establishment of a follow-up of a major cooperation within the Eurêka framework. The Eurêka project no 3341 FliTE2 («Flight Test Easy Extension») is devoted to

improving the exploitation of flight test data, under natural excitation conditions (e.g. turbulence), enabling more direct exploration of the flight domain, with improved confidence and at reduced cost. It is coordinated by the industrial test laboratory Sopemea. As in FliTE the partners are Dassault–Aviation and EADS (AeroMatra Airbus) (France), LMS and KU Leuven (Belgium), Cracow University and the company PZL–Mielic (Poland), and INRIA. The partnership is extended to ONERA/CERT, to Lambert Aircraft Engineering, an SME building light aircrafts, and to the Dynamics and Aeroelasticity Group of Manchester University. Albert Benveniste helps Sopemea in the scientific coordination of the project.

In FliTE, the basis for novel techniques for in-flight test data structural analysis was developed, involving both controlled and uncontrolled (natural) excitations. The main objective of FliTE2 is the effective transfer of the results of FliTE to aircraft manufacturers. This main effort will be combined with the continuation of research on improving the methods, algorithms, and software, in particular regarding fast detection algorithms for the flutter monitoring problem. The lengthy process of Eureka submission with DPAC funding is under progress and should be completed fall 2005.

7.2. FP5 Growth thematic network SAMCO

Participant: Michèle Basseville.

See modules 4.2, 4.3 and 5.1.
Contract CNRS 500232 — February 2002/September 2005.

The thematic network SAMCO has been launched in October 2001 within the framework of the Growth program. It aims at becoming a focal point of reference in the field of assessment, monitoring and control of civil and industrial structures, in particular the transportation infrastructure (bridges, etc.). Several partners of the network have proposed our participation, and we became a participating member, involved especially in the thematic group «Monitoring and Assessment». This turns out to be a useful complement to the diffusion of our knowledge and expertise in vibration monitoring.

Within this framework, we have offered Scilab as an open platform for the integration of the modules for algorithms and methods covering the objectives of automatic modal analysis, automatic modal and statistical damage detection methods. We have also offered the Scilab modal analysis modules, see module 5.1.

This year, we have been involved in the workshop for preparing a research agenda [12].

8. Other Grants and Activities

8.1. Ministry grant CONSTRUCTIF

Participants: Michèle Basseville, Maurice Goursat, Laurent Mevel, Houssein Nasser, Wensong Zhou.

See modules 4.2, 4.3, 5.1, 6.2 and 6.5.
Contract INRIA 1 03 C 1559 — 16 July 2003/15 July 2006.

This project, within the framework of the ACI Sécurité & Informatique, is coordinated by Laurent Mevel. Our partners are MSSMat (Laboratoire de Mécanique des Sols, Structures et Matériaux, École Centrale de Paris and CNRS), LCPC/SMI (Laboratoire Central des Ponts et Chaussées, Service Métrologie et Instrumentation), and the INRIA project-team MACS (Rocquencourt).

The objectives of the project are, on the one hand, the intrinsic coupling of statistical models of sensor data with fine models of the physical phenomena governing the instrumented structures, and, on the other hand, the mixing of statistical inference, data assimilation, finite element model updating and optimization methods for structural dynamics. The investigation of potential mutual benefits of criteria used for different purposes by various methods designed in different scientific communities, is the central axis of the project. The main object of the study is the intrinsic involvement of the temperature effect, which is a generic issue for vibration monitoring of civil engineering structures.

Expanding on the joint paper with Dominique Chapelle (MACS) [26], we have proposed three methods to handle the temperature effect in damage detection. Those methods are presented in module 6.5. Collaboration

has been enforced between CONSTRUCTIF partners. Étienne Balmès (MSSMat) has provided us with a simulated bridge deck FEM with embedded temperature variation. Fabien Treyssede (LCPC/SMI) has progressed on a laboratory beam experiment to test the proposed techniques and has also developed some temperature models for structural structures and especially beam structures. The case studies and the temperature models are currently considered by Houssein Nasser and will be part of his Ph.D. thesis, as part of either his methods or the validation datasets.

Our damage localization method sketched in module 3.4 builds on the computation and clustering of the sensitivities $\mathcal{J}_{\Phi\theta}$ in (7). This method suffers from some limitations: some finite elements may be impossible to separate from a statistical point of view. Two approaches to macro-classes generation will be investigated by Wensong Zhou during his post-doctoral sojourn. The first one is an update of the classification approach to model reduction proposed in [31]. The second aims at exploiting sub-structuring methods of common use within the FEM community.

8.2. FWO Research Network ICCoS

Participants: Michèle Basseville, Albert Benveniste, Maurice Goursat, Laurent Mevel.

We have been invited to participate to the Scientific Research Network «Identification and Control of Complex Systems» (ICCoS) launched by the the Research Foundation of Flanders (FWO). This network is dedicated to national and international cooperation at postdoctoral level for the development of identification and control design methodologies.

9. Dissemination

9.1. Scientific animation

M. Basseville is member of the steering committee of the GDR ISIS (Information, Signal, Images). She is member of the scientific committee of the Computer & Security program (ACI «Sécurité & Informatique») and of the evaluation committee of the Security, Embedded Systems and Ambient Intelligence program (ARA «Sécurité, Systèmes embarqués et Intelligence Ambiante») launched by the French Ministry of Research.

She is co–chair of the IFAC technical committee 6.4 «Fault Detection, Supervision and Safety of Technical Processes», within the coordinating committee 6 «Industrial Applications», and member of the technical committees 1.1 «Modeling, Identification and Signal Processing» and 1.4 «Stochastic Systems», within the coordinating committee 1 «Systems and Signals». She is also member of the MFPT (Machinery Failure Prevention Technology) Society technical committee on *Structural Health Management*.

She is associate editor for the IFAC journal «Automatica».

A. Benveniste is associated editor at large (AEAL) for the journal *IEEE Trans. on Automatic Control* and member of the editorial board of the journal and «Proceedings of the IEEE». He is member of the Strategic Advisory Council of the Institute for Systems Research, Univ. of Maryland, College Park, USA.

9.2. Conference and workshop committees, invited conferences

9.2.1. *Committees.*

M. Basseville is associate editor within the IEEE Control Systems Society Conference Editorial Board, where she has been and still is in charge of the evaluation of papers submitted to ACC'05, CDC-ECC'05, and ACC'06. She is member of the international program committee of SYSID'06 and CIFA'06.

She has organized two invited sessions in international conferences:

- A session on *Statistical Approaches to System/Process Monitoring and Change/Fault/Damage Detection*, co-organized with Igor Nikiforov (U. Techn. Troyes), has been accepted at the *44th IEEE Conference on Decision and Control and European Control Conference - CDC-ECC'05*, to be held in Seville, S., in December 2005.
- A session on *System Identification and Detection for Flight Test Data Analysis*, has been submitted to the *14th IFAC/IFORS Symposium on Identification and System Parameter Estimation - SYSID'06*, to be held in Newcastle, Australia, in March 2006.

9.2.2. Invited submissions.

The team has been invited to submit a paper to:

- The special issue on *Applications of System Identification* of the *IEEE Control Systems Magazine*;

- The special issue on *Advances in Subspace-Based Techniques for Signal Processing and Communications* of the *Journal of Applied Signal Processing*;

- A special session on *Validation Approaches for Structural Health Monitoring* at the *24th International Modal Analysis Conference* to be held in Saint Louis, MI, in January 2006 [14] (tutorial paper);

- A special session on *Spatial Distribution of Damage* at the *4th World Conference on Structural Control and Monitoring* to be held in San Diego, CA, in July 2006;

- A special session on *Flight Flutter Testing and Analysis* at the *International Conference on Noise and Vibration Engineering* to be held in Leuven, B., in September 2006.

Two other invitations to special sessions have been declined (lack of availability).

9.3. Visits and invitations

Amin Yan, a researcher at the laboratory of Vibrations and Structural Identification, Aerospace, Mechanical and Materials Engineering Sciences Dept, Liège University, visited us during three days in February 2005.

Null-space approaches to damage detection and handling the temperature effect have been the subjects of the discussions. Technical exchanges are ongoing, based on experimental data provided by Amin Yan. The goal is the comparison of algorithms developed in both labs.

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