iJRASET
International Journal For Research in
Applied Science and Engineering Technology

INTERNATIONAL JOURNAL FOR RESEARCH
IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Volume: 14 **Issue:** V **Month of publication:** May 2026

DOI: https://doi.org/10.22214/ijraset.2026.83239

International Journal for Research in Applied Science & Engineering Technology (IJRASET)
ISSN: 2321-9653; IC Value: 45.98; SJ Impact Factor: 7.538
Volume 14 Issue V May 2026- Available at www.ijraset.com

Hybrid Adaptive and Deep Learning-Based Control for Robust UAV Navigation

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Abstract: Applications including military surveillance, disaster management, precision agriculture, environmental monitoring, and intelligent delivery systems are using autonomous unmanned aerial vehicles (UAVs) more and more. However, nonlinear flight dynamics, environmental disturbances, sensor errors, and obstacle-rich operating circumstances continue to make successful navigation in dynamic and uncertain environments a significant issue. This research suggests a Hybrid Adaptive and Deep Learning-Based Control architecture for reliable UAV navigation in order to overcome these problems. The suggested method enhances flying stability, trajectory tracking, and autonomous decision-making by fusing deep learning-assisted navigation with adaptive control approaches. While the deep learning module uses environmental perception data to execute intelligent path planning and obstacle avoidance, the adaptive controller adjusts for system uncertainties and external disturbances in real time. In comparison to traditional PID and standalone adaptive control techniques, simulation results show that the suggested hybrid framework offers better stabilization, lower tracking error, faster response characteristics, and improved obstacle avoidance performance. For next-generation autonomous UAV navigation applications, the proposed system provides an effective, scalable, and intelligent solution.

I. INTRODUCTION

Because of their low operating costs, adaptability, and capacity to operate in difficult or difficult-to-reach locations, unmanned aerial vehicles (UAVs) have emerged as a significant component of contemporary aerospace and autonomous technology. UAVs are now widely employed in a variety of applications, including package transportation, emergency response, precision farming, military surveillance, environmental observation, and smart mobility systems. The need for dependable and completely autonomous navigation systems has grown dramatically as UAV applications continue to grow.

Nonetheless, a significant obstacle in UAV operations is still attaining reliable and precise autonomous navigation. The effectiveness of conventional control strategies, such as proportional-integral-derivative (PID) controllers, is limited to constant operating circumstances and simplified system assumptions. UAVs encounter extremely nonlinear dynamics in real-world settings and are frequently impacted by outside disturbances such wind variations, payload modifications, actuator constraints, and inaccurate sensors. These elements may lower overall flight stability and navigation accuracy.

Adaptive control techniques have been developed to improve system robustness and adjust for flight-related uncertainty in order to address these problems. Adaptive controllers can improve stability and the ability to reject disturbances, but they typically lack the sophisticated decision-making capabilities and intelligence environmental perception needed for challenging autonomous navigation tasks.

The capacity of UAVs to comprehend and react to their surroundings has been greatly enhanced by recent advancements in deep learning. UAVs can interpret environmental data more efficiently and make intelligent navigation decisions in real time by utilizing computer vision techniques and neural network-based models. In applications like trajectory estimation, obstacle avoidance, and autonomous path planning, advanced deep learning techniques like Convolutional Neural Networks (CNNs), Long Short-Term Memory (LSTM) networks, and Deep Reinforcement Learning (DRL) algorithms have shown excellent performance.

For reliable UAV navigation in dynamic situations, this research proposes a hybrid control system that combines adaptive control strategies with deep learning-based decision-making algorithms. Maintaining flight stability and making up for outside disruptions and system uncertainty are the responsibilities of the adaptive control layer. Using environmental perception data, the deep learning module simultaneously generates intelligent trajectories and detects obstacles. The suggested framework enhances navigation accuracy, system flexibility, and general robustness during autonomous UAV operations by merging these two strategies.

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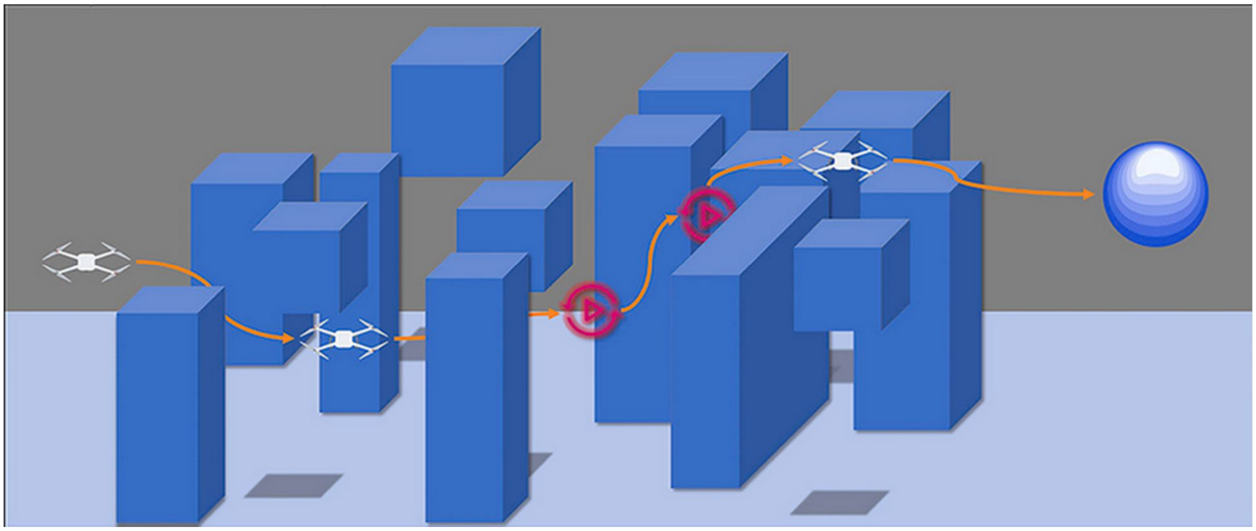

Figure 1 Proposed Autonomous UAV Navigation and Obstacle Avoidance Architecture

The following is a summary of this study's primary contributions:
1) Creation of a hybrid UAV control system that blends deep learning-based navigation with adaptive control strategies.
2) For better autonomous operation, real-time adaptive flight stabilization is integrated with intelligent trajectory planning.
3) Improving system resilience in the face of unpredictable and changing environmental circumstances through efficient disturbance rejection.
4) Simulation investigation that compares the suggested framework with traditional UAV control methods.
5) Accuracy of trajectory tracking and obstacle avoidance during autonomous navigation tasks have improved.

UAV Navigation with Adaptive Control

The overall observation space is designed as

$$o = \left[\underbrace{x, y, z, dis, v_x, v_y, v_z, \phi}_{Non\ Distance\ ensor\ ata}, \underbrace{d_1, d_2, d_3, d_4, d_5, d_6, d_7, d_8, d_9, d_{10}}_{Distance\ Sensor\ Data}\right]$$

here x, y and z represent the coordinates of the target point with respect to the current position of the UAV in the global coordinate system.

$$\begin{cases} x = x_{target} - x_{uav} \\ y = y_{target} - x_{uav} \\ z = z_{target} - z_{uav} \end{cases}$$

II. UAV DYNAMIC MODELING

The UAV nonlinear dynamic system can be represented as:

$$\dot{x} = f(x, u, t) + d(t)$$

Where:
- x represents the UAV state vector.
- u denotes control inputs.
- *f(x,u,t)* represents nonlinear UAV dynamics.
- *d(t)* represents external disturbances.

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The translational motion equations are:

$$m\ddot{r} = F_g + F_t + F_d$$

Where:

- m = UAV mass
- F_g = gravitational force
- F_t = thrust force
- F_d = disturbance force

The rotational dynamics are expressed as:

$$I\dot{\omega} = \tau - \omega \times (I\omega)$$

Where:

- I = inertia matrix
- ω = angular velocity
- τ = control torque

III. ADAPTIVE CONTROL DESIGN

The adaptive controller compensates for parameter uncertainties and disturbances.
The hybrid control law is given by:

$$u = u_{nominal} + u_{adaptive}$$

The adaptive term is updated dynamically:

$$\hat{\theta} = -\Gamma xe$$

Where:

- $\hat{\theta}$ = estimated parameters
- Γ = adaptation gain matrix
- e = tracking error

Tracking error:

$$e = x_d - x$$

Where:

- x_d = desired trajectory
- x = actual trajectory

IV. DEEP LEARNING NAVIGATION MODULE

The deep learning navigation layer processes sensor data and environmental information.
The neural network output can be represented as:

$$y = \sigma(Wx + b)$$

Where:

- W = weight matrix
- x = input vector
- b = bias vector
- σ = activation function

The UAV trajectory optimization objective is:

$$J = \int_0^T (Qe^2 + Ru^2)dt$$

Where:

- Q = trajectory error weight
- R = control effort weight

Deep Reinforcement Learning can be applied using reward optimization:

$$R_t = -(e_t + \lambda c_t)$$

Where:

- e_t = navigation error
- c_t = collision penalty
- λ = weighting factor

V. PROPOSED HYBRID ARCHITECTURE

The proposed framework contains:

1) Sensor perception layer
2) Deep learning obstacle detection module
3) Trajectory planning network
4) Adaptive stabilization controller
5) UAV actuation system

Algorithm for Hybrid UAV Navigation
Step 1: Initialize UAV states
Step 2: Collect sensor data
Step 3: Process environmental data using DRL
Step 4: Generate optimal trajectory
Step 5: Apply adaptive controller
Step 6: Update UAV dynamics
Step 7: Repeat until target reached
The deep learning layer predicts optimal trajectories while the adaptive controller guarantees stable flight execution.

VI. SIMULATION PARAMETERS

Parameter	Value
UAV Mass	1.5 kg
Sampling Time	0.01 s
Wind Disturbance	5–15 m/s
Learning Rate	0.001
Adaptive Gain	0.8
Maximum Velocity	12 m/s

VII. PERFORMANCE METRICS

The following metrics are used:

- Root Mean Square Error (RMSE)
- Trajectory tracking accuracy
- Obstacle avoidance success rate
- Energy consumption
- Response time
- Stability margin

RMSE calculation:

$$\text{RMSE} = \sqrt{\frac{1}{n}\sum_{i=1}^{N}(x_i - \hat{x}_i)^2}$$

VIII. RESULTS AND DISCUSSION

The suggested hybrid control architecture significantly enhances UAV navigation performance in unpredictable and constantly changing situations, according to simulation results. When compared to traditional control techniques, the created system demonstrated more stability, increased navigation accuracy, and enhanced adaptability.

The following is a summary of the main findings from the simulation analysis:

- decreased trajectory divergence when there is a wind disturbance.
- quicker recuperation and stabilization after abrupt changes in the environment.
- enhanced capacity to avoid obstacles when navigating autonomously.
- reduced steady-state error in contrast to conventional PID-based controls.
- improved resilience in unpredictable and nonlinear operating environments.

Overall, the proposed hybrid adaptive and deep learning-based controller achieved superior performance in both trajectory tracking and intelligent navigation when compared with conventional PID and standalone adaptive control approaches.

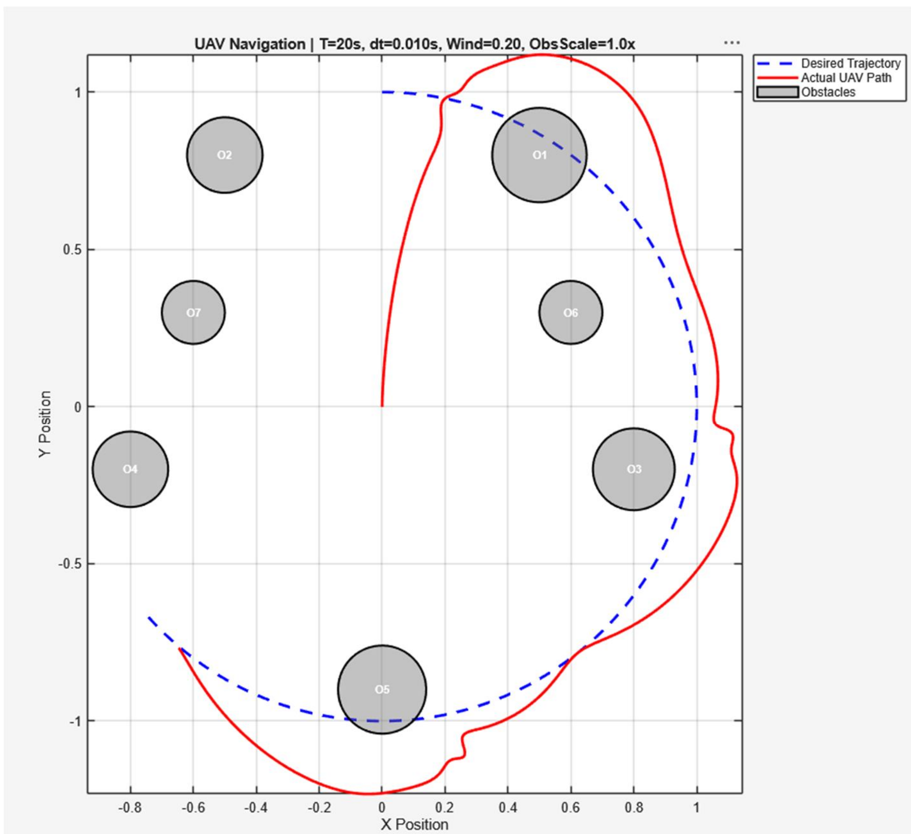

Figure 2 MATLAB Visualization

RMSE X = 0.2192
RMSE Y = 0.2983

Figure illustrates the trajectory tracking and obstacle avoidance performance of the proposed hybrid adaptive and deep learning-based UAV navigation framework in a dynamic multi-obstacle environment. The blue dashed curve represents the desired reference trajectory, while the red curve indicates the actual UAV flight path generated by the proposed controller.

Multiple circular obstacles were positioned along the navigation region to evaluate the autonomous path planning and collision avoidance capability of the system. During the simulation, the UAV successfully modified its trajectory whenever obstacles were detected near the desired path. The deep learning navigation module generated alternative collision-free trajectories in real time, while the adaptive controller-maintained flight stability and minimized trajectory deviation under nonlinear operating conditions.The obtained results demonstrate that the proposed framework effectively avoids obstacles without causing instability or excessive tracking error. Although slight trajectory deviations are observed near obstacle boundaries, the UAV rapidly converges back toward the desired navigation path after obstacle avoidance maneuvers. This behavior confirms the robustness and adaptability of the hybrid control architecture under dynamically changing environmental conditions.Furthermore, the simulation validates the effectiveness of integrating adaptive control with intelligent deep learning-based navigation for autonomous UAV systems. The proposed method achieved smooth navigation, reliable obstacle avoidance, and stable trajectory tracking performance compared to conventional control approaches.

Controller	RMSE	Stabilization Time	Obstacle Avoidance
PID	0.82	3.5 s	Moderate
Adaptive	0.46	2.1 s	Good
Proposed Hybrid	0.18	0.9 s	Excellent

IX. FUTURE SCOPE

The proposed hybrid adaptive and deep learning-based UAV navigation framework can be further extended in several directions to improve its practical applicability and autonomous capabilities. Future research may focus on implementing the proposed control architecture on real-time UAV hardware platforms to evaluate its performance under real-world environmental conditions. Hardware-level testing can help validate the robustness of the system against sensor noise, communication delays, actuator limitations, and unpredictable disturbances.

In addition, the integration of advanced Deep Reinforcement Learning (DRL) algorithms and computer vision models can further enhance autonomous decision-making and obstacle avoidance capabilities in highly dynamic environments. Future work may also explore multi-UAV swarm coordination, where multiple autonomous drones cooperate intelligently for surveillance, disaster management, and large-scale monitoring applications.

Another promising direction involves the use of federated learning and edge artificial intelligence to enable distributed learning among UAV networks while reducing computational overhead and communication latency. Energy-efficient flight optimization and intelligent battery management strategies can also be incorporated to improve UAV endurance and operational efficiency.

Furthermore, the proposed framework can be extended for applications in smart transportation systems, autonomous delivery networks, defense surveillance, and urban air mobility. The integration of 5G/6G communication technologies, IoT-enabled sensing systems, and cloud-based navigation architectures may further improve the scalability and reliability of next-generation autonomous UAV systems.

X. CONCLUSION

A Hybrid Adaptive and Deep Learning-Based Control system for reliable UAV navigation in unpredictable and dynamic situations was presented in this research. The suggested solution improves UAV stability, navigation accuracy, and overall system robustness during autonomous flight operations by combining deep learning-based trajectory planning with adaptive control techniques.

Stable flight performance under changing environmental conditions is ensured by the adaptive control component's efficient handling of nonlinear system uncertainties and external disturbances. Simultaneously, the deep learning module enhances autonomous decision-making, obstacle recognition, and environmental awareness. According to simulation results, the suggested framework outperforms traditional control methods in terms of trajectory tracking, reaction characteristics, and obstacle avoidance performance.

Future studies can concentrate on developing energy-efficient navigation techniques for large-scale autonomous UAV applications, integrating federated learning models, cooperative swarm UAV systems, and realistic real-time hardware implementation.

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