Over-estimation guarantees for Surrogate Neural Networks for Braking Distance Estimation

High probabilistic guarantees and formal verification

Ducoffe Melanie Nov 22 th 2022



The results of multiple collaborations





DEE

DEpendable & Explainable Learnin

ANITI



J. Sen Gupta



F. Malgouyres



E.Sudre

S. Gerchinovitz



A. Gauffriau



I. Ober



G. Vidot





C. Gabreau

AIRBUS



Trustworthiness of AI in the transport industry





White Paper

Machine Learning in Certified Systems



 We have a set that there is a set of the second second process associated by the of the second second set of the second se







Industrial needs

Challenges

- Qualified models developed by engineering are usually 'heavy':
 - Memory
 - Computing Power
 - Computing time
- Embedding complex reference models for assistance: Braking Distance Estimation, Structure Load Estimation, etc
- Surrogate is necessary for embedding reference physics models validated by authorities: How can we assess the safety of the surrogate compared to its reference ?

EASA: 41% accidents involving small non commercial airplanes happen during landing (1991-2017) EUROCAE ED250: Minimum Operational Performance Standard for a Runway Overrun Awareness and Alerting System", 2017



23/09/2022: a Boeing overrun in Montpellier



Braking Distance Estimation

Consequences of under-estimation and over-estimation of a surrogate model are not aligned.

How can we ensure safety in surrogate model learning?

Special case where safety ⇔ over-estimation of the reference model.





Embedding Neural Networks for Surrogate Modeling

Training shallow neural networks for a regression task



"Softsign' function widely used in SCADE implementation

AIRBUS

Reproducibility





- Notebooks on open source data (CESSNA C172) Landing Distance Estimation
- _

https://github.com/ducoffeM/safety_braking_distance_estimation

Probabilistic Assessment For Over-estimation





A High-Probability Safety Guarantee for Shifted Neural Network Surrogates Ducoffe Mélanie, Sébastien Gerchinovitz and Jayant Sen Gupta Safe Al@AAAI 2020



Ensuring Safety with Probabilistic Assessment

Our Goal: Prove that a surrogate model over-estimates a reference function. The reference function is a black-box system which can be evaluated at any point.



Our Solution: We derive probabilistic inequalities to prove high-probability safety bounds on the surrogate model and on *shifted* versions of it.

A natural probabilistic definition of safety: A surrogate model $\int f$ is $(1-\varepsilon)$ safe if it over-approximates the reference function f with probability at least $1-\varepsilon$:

$$\mathbb{P}\left(\widehat{f}(X) \ge f(X)\right) \ge 1 - \varepsilon$$

where X is drawn at random from a given probability distribution P_X on the input domain.

Estimating the probability from samples

We estimate $\mathbb{P}(f(X) > \hat{f}(X))$ by simply counting how many times we have overestimation among i.i.d. test samples $X_1, ..., X_n$.

We use Bernstein's inequality to relate the unknown probability to its estimate.

Proposition 1 (Consequence of Bernstein's inequality)

Consider $n \ge 2$ independent random variables X_1, \ldots, X_n drawn from the same distribution P_X in the domain of study, and independent of the training set (\hat{f} is considered as fixed). We estimate the under-estimation probability by

$$\widehat{G}_n = \frac{1}{n} \sum_{i=1}^n \mathbb{1}_{f(X_i) > \widehat{f}(X_i)}$$

Then, for any risk level $\delta \in (0, 1)$, the following inequality holds with probability at least $1 - \delta$ over the choice of the calibration set X_1, \ldots, X_n :

$$\mathbb{P}(f(X) > \widehat{f}(X)) \le \widehat{G}_n + \sqrt{\frac{2\widehat{G}_n}{n}} \ln\left(\frac{1}{\delta}\right) + \frac{2}{n}\ln\left(\frac{1}{\delta}\right)$$

Interpretation:

For a large fraction $1-\Box$ of all possible sequences $x_1, ..., x_n$ that we could observe, the unknown probability of error is bounded by:

- the observed proportion of errors
- plus a small remainder term

The risk level \Box quantifies how unlikely it is to observe a sequence $x_1, ..., x_n$ for which the guarantee fails.

Shited Surrogate

Can we prevent the drop in accuracy with a suitable loss function?

<u>What can we do when the probabilistic guarantee is too loose?</u> (when \hat{G}_n is large)

We could re-train the model from scratch and pray for a miracle... Or we can use a basic trick: **shift** all surrogate predictions upwards (by a positive quantity). Shifting is a simple option and will be efficient **empirically**.

Issue: we lose the guarantees from Prop 1 since it requires to know the value of the shift before-hand. We cannot 'cheat' and optimize our shift as is (the optimized shift depends on the calibration set which is also used to estimate the probability of error).





Probabilistic guarantee for all shifted surrogates simultaneously

Theorem 1 (A uniform Bernstein-type inequality)

Consider $n \ge 2$ independent random variables X_1, \ldots, X_n drawn from the same distribution P_X in the domain of study, and independent of the training set (\hat{f} is considered as fixed). We define G(t) and $\hat{G}_n(t)$ for all $t \in \mathbb{R}$ by

$$G(t) = \mathbb{P}(f(X) > \widehat{f}(X) + t)$$
$$\widehat{G}_n(t) = \frac{1}{n} \sum_{i=1}^n \mathbb{1}_{\{f(X_i) > \widehat{f}(X_i) + t\}}$$

Let $\delta \in (0, 1)$. Then, with probability at least $1 - \delta$ over the choice of the calibration set X_1, \ldots, X_n , we have: for all $t \in \mathbb{R}$,

$$G(t) \leq \widehat{G}_n(t) + \sqrt{\frac{2\widehat{G}_n(t)}{n} \ln\left(\frac{n}{\delta}\right)} + \frac{2}{n} \ln\left(\frac{n}{\delta}\right) + \frac{1}{n} \ .$$

Interpretation:

For most calibration sets (a proportion 1of them), the probability of error of **all shifted surrogates** is bounded by

- their observed proportion of errors
- plus a small remainder term

The guarantee is valid for all shifts t simultaneously.

In particular, it is valid for a shift chosen **after** observing the calibration set.

Safety proof for shifted surrogates

How to post-process (shift) a surrogate to guarantee its safety?

$$G(t) \le \widehat{G}_n(t) + \sqrt{\frac{2\widehat{G}_n(t)}{n} \ln\left(\frac{n}{\delta}\right)} + \frac{5.67}{n} \ln\left(\frac{n}{\delta}\right)$$

E.g., choose the minimal shift t* for which the observed proportion of errors $\hat{G}_n(t)$ vanishes. For this shift t*, the previous theorem shows that the shifted surrogate is $(1-\varepsilon)$ -safe with

$$\varepsilon = 5.67 \ln(n/\delta)/n$$



Of course, shifting decreases the model's accuracy. Can we train a surrogate in order to reduce the impact of shifting on accuracy?



Shifted Training

Can we prevent the drop in accuracy with a suitable loss function?

Neural Networks are known to be 'good' surrogate models. But shifting them post training may drastically impact the accuracy.

Instead of training with a standard loss function for regression (Mean Squared Error), we can consider the impact of shifting directly at the training stage.

We propose to add an estimate of the post-processing shift in the loss function.





Industrial Use Case

Surrogate for Braking Distance Estimation

Over-estimate the braking distance with a surrogate neural network

Training samples= 544000, Calibration samples= 181000, Test samples= 181000

Learning with MSE, AMSE and our loss SMSE



10 mai 2021

In a Nutshell

Our method in two steps:



Theoretical guarantee: high probability (not worst-case), but comes with certified bound without any assumptions on the surrogate and reference models.

Perspectives:

- beyond surrogate models (ongoing)
- other loss functions, other learning tasks



Limitation of (1-ε) safety

Surrogate model
$$\hat{f}$$
 is (1- ϵ)-safe iff $\mathbb{P}\left(\widehat{f}(X) \ge f(X)\right) \ge 1 - \epsilon$

The input distribution P_x can be chosen a priori (e.g., uniform) or correspond to real data. All we assume in the sequel is we have access to samples X_1 , ..., X_n from P_x .

If P_x is uniform on a domain of study D, the choice of D is important for meaningful interpretation.









 $\widehat{f}(x)$



AIRBUS

Certification authorities require to over-approximate the operational domain

https://github.com/airbus/decomon

Formal Verification For Over-estimation





Over-estimation learning with Guarantees Gauffriau Adrien, Malgouyres François and Ducoffe Mélanie Safe Al@AAAI 2021

Formal Monotony Analysis of Neural Networks with Mixed Inputs Vidot Guillaume et al. International Conference on Formal Methods for Industrial Critical Systems, 2022



Airbus Legacy on Formal Verification

Broaden formal verification to Neural Networks



Program is correct ($\times \cap \Box = \emptyset$).



Polyhedral abstraction proves correctness (*Cyan* $\cap \Box = \emptyset$).





Airbus A340-300 (2003)

Airbus A380 (2004)



(case study for) ESA ATV (2008)

- size: from 70 000 to 860 000 lines of C
- analysis time: from 45mn to ≃40h
- alarm(s): 0 (proof of absence of run-time error)



www.astree.ens.fr



Applications in software engineering:

- Analysis of **run-time errors** (arithmetic overflows, array overflows, divisions by 0, ...)
- On embedded critical **C** software (no dynamic memory allocation, no recursivity)
- control/command software (reactive programs, intensive floating point computations)

Awareness on Formal methods for AI

Verification of Local Robustness



Few <u>complete verification</u> methods are compatible with s-shape activation <u>Incomplete verification</u> methods is compatible with any native Deep Learning activation

 $\frac{\text{COMPLETE}}{\max_{x \in \Omega} f(x) \le 0}$

"Softsign' function widely used in SCADE implementation

AIRBUS

Over-estimating and Majoring Points

When the properties involve both the Neural Network and the reference function...



The reference function over the input domain needs to be (over) approximated:

- Either with a fine grained approximation (Look Up Table based on expert knowledge, too heavy to be embedded)
- Over-approximated under Monotony assumption





Method	# train	RMSE	Guarantee
0-baseline	150k	3.3	**
300-baseline	150k	302.6	**
ONN with MP	110k	445.7	\bigcirc

Verification with Majoring Points on an industrial dataset X-baseline: we train a neural network with MSE on the training distance with the X additive constraints.

In a Nutshell : Linear Relaxation for Neural Networks



CASE 1: ROBUST



draw two hyperplanes that are possible solutions ill-posed

Different 'recipes' in the litterature that balance efficiency and scalability: primal approaches that propagate linear relaxations through the network



Interval Bound Propagation









Computing linear relaxations over non-linear operations (ReLU) require to bound the input domain with:

* a lower bound

* an upper bound 🗱

With affine functions, bounds can be computed symbolically for specific domains:

24

Formal Verification of Over-estimation

Pipeline of Linear Relaxation





No extra sampling on the reference model is required



Incomplete Verification For the Safety of Braking Distance Estimation



- Prediction error between the neural network and the reference on test samples (the corners)
- Formal upper bound on the prediction error between the neural network and the reference
- Formal lower bound on the prediction error between the neural network and the

Highly conservative Neural Network Formal method can help tightening the over-estimation No constraints on NN's monotonicity

from decomon.models import clone

decomon model = clone(model)

lower = decomon model.predict(box)

Plug and Play library to compute Linear Relaxation

Airbus open source library With the support of ANITI



https://github.com/airbus/decomon

Input partitioning

box t = tf.constant(box)

with tf.GradientTape() as q: g.watch(box t) y = decomon_model(box_t) dy dx = g.gradient(y, box t)

AIRBUS

Partial Input Monotonicity for Safety

A

Over-estimation will not be the solely pre-requisite for safety Property 2: If monotony is not enforced in the design, it may be safety critical given some inputs Only on the Neural Network





$$\begin{array}{ccc} (x_1, x_2) \in X^2 : x_1 \downarrow_{\bar{\alpha}} = x_2 \downarrow_{\bar{\alpha}} \land x_1 \downarrow_{\alpha} \preceq x_2 \downarrow_{\alpha} \implies f(x_1) \preceq f(x_2) \\ & x_1 & x_2 & f(x_1) & f(x_2) \\ & \left(\begin{array}{c} \mathsf{speed} \\ \mathsf{weight} \\ \mathsf{dry\ runway} \end{array} \right) = \left(\begin{array}{c} \mathsf{speed} \\ \mathsf{weight} \\ \mathsf{wet\ runway} \end{array} \right) \implies \mathsf{BDE}_1 < \mathsf{BDE}_2 \end{array}$$

Previous works consider PIM on continuous inputs (gradient) No existing work on discrete inputs



2 layers neural network

60 neurons in total 1409 parameters ReLU activation function

> 15 Inputs 13 discrete features

> 2 continuous features

When the brakes' state deteriorates, the braking distance should increase.

Brakes' states: Normal, Altered, Emergency, Burst, Release Order on Brakes's states: $N \prec_b A \prec_b E \prec_b B \prec_b R$



Exact Verification

Only for piecewise linear activation (ReLU...)

MI	_P Generic Proble	m Definition	ReLU definition is:	y = ReLU(x) = max(0, x)
	$\min c_1 x_1 + c_2 x_2 + \dots + c_n x_n$	objective	MILP ReLU encoding is:	
	$a_{11}x_1 + \dots + a_{1n}x_n \le b_1$	constraints		$y \leq x - l * (1 - a)$
	$a_{m1}x_1 + \dots + a_{mn}x_n \le b_m$	constraints		$y \ge x$
	$l_i \leq x_i \leq u_i \ 1 \leq i \leq n$	bounds on continuous x_i		$y \leq u * a$
	$x_j \in Z$	some x_j are integer		$y \ge 0$
a h	$C D$ and $L u \in D^{n}$			$a \in \{0, 1\}$ a is a binary integer variable

- $c_i, a_{ij}, b_i \in R$ and $l, u \in R^n$
- some x_j 's can be integers (or even binary), hence Mixed-Integer problem
- state-of-the-art solvers (e.g., Gurobi) require bounds on x_i 's

Several MILP solvers: Gurobi, Venus, MIPVerify

This assumes we have computed lower l and upper u bounds for the input neuron x (e.g., by using Box beforehand).

Application to Braking Distance Estimation

Identify the sub-spaces where the **monotony does not hold** using a Mixed Integer Linear Programming (MILP) solver



<10 hours (MacBook Pro 8 core 2.3 GHz Intel Core i9 with 32 Gb)

EE-AR

NE-AR

NN-AR

Food for thought: Verification in an Industrial pipeline

Challenge 1: Recent field of research



AIRBUS

Food for thought: Verification in an Industrial pipeline

Challenge 3: Scalability

Verification For	Shallow NN Hybrid Al	Computer Vision	Time Series	Decision Making	NLP	J
<u>Business</u>	Surrogate Modeling	VBL, HMF	advisedlib Predictive Maintenance	Manufacturing Air Mobility	ATC	
Scalability # NN parameters	-50 000	[-2M ,-6M]		[-700K, -70M]	> 86M	
		Too le	oose?			

- **I** Input dimension
- Network depth
- Certification authorities may require a unique process independently from the depth (jurisprudence)



Reconciliation with Statistics

PROVEN: Certifying Robustness of Neural Networks with a Probabilistic Approach -> deriving a worst case bound for probability of local robustness risk independently

Statistical Certification of Acceptable Robustness for Neural Networks -> Hoeffding inequality for neural networks

Thank you

PROVEN: Certifying Robustness of Neural Networks with a Probabilistic Approach -> deriving a worst case bound for probability of local robustness risk independently



Food for thought: Verification in an Industrial pipeline

Challenge 2: Tools to be matured



COMPLETE and INCOMPLETE verification for tiny/medium neural networks Full demonstration on industrial usecase

Growing community (synergies with DEEL-LIP)



https://github.com/deel-ai/deel-lip

LIPSCHITZ KERAS LAYERS Many properties to assess -> speedup for an industrial process (DEEL-LIP)

NETWORK	NB Safe (INCOMPLETE)	Time (INCOMPLETE)	Time (COMPLETE)
reluplex	74.01%	15 min	198h
corners	84.13%	8 min	9h
adversarial	69.83%	7 min	4h20

Bugs in existing solvers + NN format

Training scheme may imped verification (adversarial training)

verification mainly intended for data scientists: high level of code, no assurance that the property is kept when embedded

ACAS-XU local robustness verification in 3D (304 000 boxes)



Ь.

















AIRBUS

36









speaker



Mélanie Ducoffe --- speaker

Industrial Research Data Scientist -Airbus CRT / ONERA / ANITI

Mélanie Ducoffe est chercheuse industrielle au centre de recherche et de technologie d'Airbus depuis 2019 et détachée à mi-temps dans le projet DEEL pour l'étude de la robustesse en machine learning et ses applications aux systèmes critiques. Avant de rejoindre Toulouse, elle a validé ses études de master par un stage sur l'apprentissage génératif avec Yoshua Bengio, puis effectué un doctorat en machine learning au CNRS de Nice Sophia Antipolis sur l'apprentissage actif des réseaux de neurones profonds. Ses principales activités de recherche actuelles sont sur la robustesse des réseaux de neurones, notamment par les méthodes formelles.







37

The results of multiple collaborations









J. Sen Gupta

C. Pagetti



E.Sudre









F. Malgouyres



S. Gerchinovitz





Airbus Amber