# AirSim360: A Panoramic Simulation Platform within Drone View

Anonymous CVPR submission

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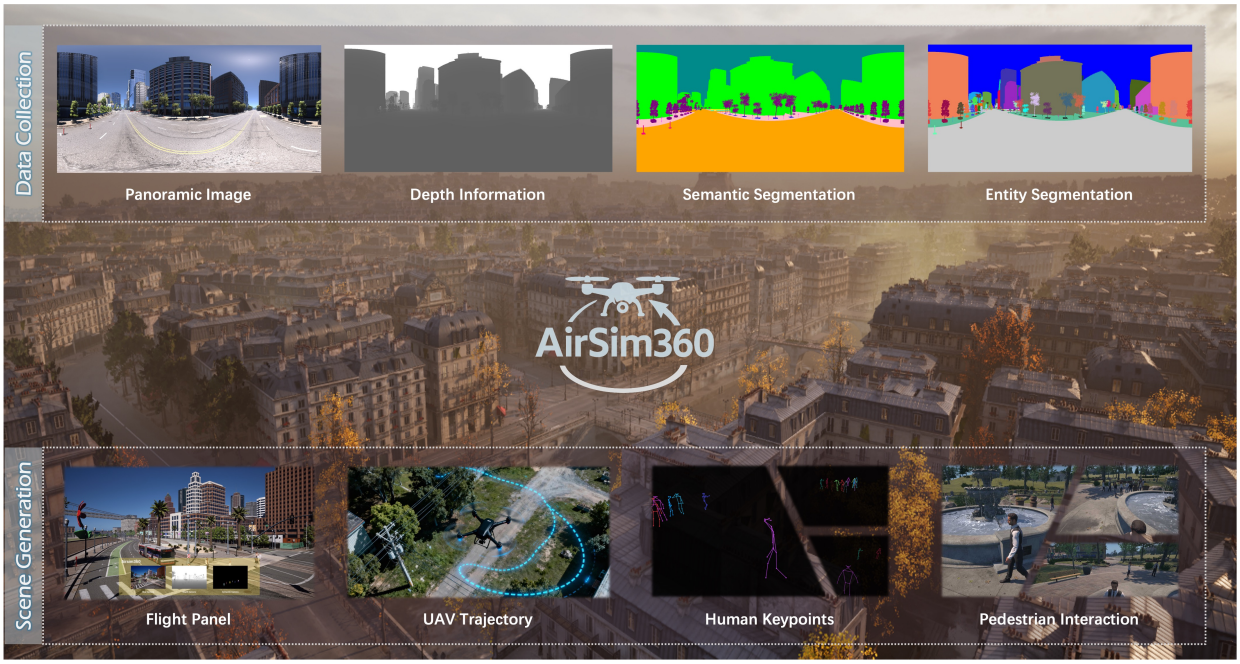


Figure 1. Overview of Airsim360. This work introduces a panoramic UAV simulation platform based on a cutting-edge rendering engine, enabling closed-loop simulation for omnidirectional aerial systems and offering an integrated toolchain for intelligent data acquisition across diverse flight scenarios.

## Abstract

*The field of 360-degree omnidirectional understanding has been receiving increasing attention for advancing spatial intelligence. However, the lack of large-scale and diverse data remains a major limitation. In this work, we propose AirSim360, a simulation platform for omnidirectional data from aerial viewpoints, enabling wide-ranging scene sampling with drones. Specifically, AirSim360 focuses on three key aspects: a render-aligned data and labeling paradigm for pixel-level geometric, semantic, and instance-level understanding; an interactive pedestrian-aware system for modeling human behavior; and an automated trajectory generation paradigm to support navigation tasks. Furthermore, we collect more than 60K panoramic samples and conduct extensive experiments across various tasks to demonstrate the effectiveness of our simulator. Unlike existing simulators, our work is the first to systematically model the 4D real world under an omnidirectional setting. The entire platform, including the toolkit, plugins, and collected datasets, will be made publicly available.*

## 1. Introduction

Embodied intelligence with omnidirectional perception has gained increasing attention due to the 360° full view in spatial intelligence. It can benefit various robotic applications, such as omnidirectional obstacle avoidance during navigation tasks.

Different from large-scale perspective image datasets, omnidirectional data remain scarce due to the

Table 1. Comparison of Simulators. This table compares recent simulation platforms across nine key dimensions, including rendering quality, interface support, and data generation flexibility, highlighting the advantages of our generative-AI-oriented simulator. Our **specific characters** are highlighted. "Ent" indicate the entity segmentation that cover the whole image.

| Platform | AirSim [33] | CARLA [12] | Cosys-AirSim [18] | OmniGibson [21] | UnrealZoo [43] | OpenFly [14] | AirSim360 (ours) |
|---|---|---|---|---|---|---|---|
| ***Realism level*** | Medium | High | High | Medium | High | High | High |
| ***Configurable Dynamics*** | No | No | No | No | No | No | Yes |
| ***API type*** | Python | Python | Python | Python | Python | Python | Python / Blueprint |
| ***Scenario type*** | Outdoor/Indoor | Outdoor | Outdoor/Indoor | Outdoor/Indoor | Outdoor/Indoor | Outdoor | Outdoor/Indoor |
| ***UAV simulator*** | Yes | No | Yes | No | Yes | Yes | Yes |
| ***Annotation capability*** | Dep/Seg | Dep/Seg/Ins | Dep/Seg/Ins | Dep/Seg/Ins | Dep/Seg/Ins | Dep/Seg/Ins | Dep/Seg/Ent |
| ***Custom label support*** | No | No | Yes | Yes | No | No | Yes |
| ***Panoramic image*** | Yes | No | No | No | No | No | Yes |
| ***Rendering engine*** | UE 4.27 | UE 5 | UE 5.2 | IsaacSim | UE 5 | UE 5 | UE 4.27 - UE 5.6 |

limited use of 360° cameras in daily life, not to mention the exhaustive human labeling required for many tasks. As a result, most panoramic methods are restricted by small datasets and have scarcely explored data scaling.

Inspired by recent advances in simulation platforms [34], a straightforward solution is to rotate agent across multiple angles in simulator to capture an omnidirectional view, including both images and corresponding ground truth. However, this approach introduces two major issues. First, it is computationally inefficient, requiring repeated rendering and significantly increasing data collection time. Second, the definitions of ground-truth signals are not aligned with those in the perspective domain. For example, omnidirectional depth represents slant range along the viewing ray rather than the orthogonal z-axis distance used in perspective projection.

In this work, we focus on building AirSim360, an omnidirectional simulation platform in the drone view to model the 4D real world that consists of high-quality static environments and movable pedestrians. The reason we choose UAV as our agent because it can sample much more data by exploring a wider range of spaces than a ground-based one. Based on the Unreal Engine (UE) 5 series for scene rendering, AirSim360 integrates custom dynamics and communication modules into UE, enabling UAVs to execute actions driven by an external physical modeling engine and serving as the core engine for our entire data-collection toolkit. Table 1 summarizes the core capabilities of Airsim360, which offers a comprehensive API suite ranging from data acquisition (top) to flight control interfaces (bottom). Unlike existing platforms, our simulator supports full runtime interaction, enabling the generation of video-level panoptic segmentation annotations.

Specifically, our AirSim360 has three main characters including render-aligned data and label generation, interactive pedestrian-aware system, and automated trajectory generation paradigm. For data collection, we adopt the equirectangular projection (ERP) as an omnidirectional representation, which can compress multiple perspective views in a single continuous image. However, this representation introduces several challenges for both image content and human- or pixel-level annotations that should be carefully addressed. On the one hand, we propose a GPU-side texture copying mechanism based on Render Hardware Interface (RHI) to enable fast and seamless stitching of six cube-face views captured simultaneously, while maintaining lighting consistency across all faces. On the other hand, the depth information is re-calculated to the slant range along the viewing ray and segmentation annotations have semantic and entity-level labels across frames, ensuring complete panoramic coverage and consistent entity identities over time. Furthermore, we develop point-to-point path planning schemes for automatic data collection and introduce an interactive pedestrian-aware system that simulates movable pedestrians with various actions and annotated keypoints, thus enhancing human-centric perception and analysis.

Finally, extensive experiments across five panoramic tasks, including depth estimation, semantic/entity segmentation, human keypoint detection, and vision-language navigation, demonstrate that our simulated data transfers effectively to real-world scenarios.

Our contributions are fivefold.

- We propose a simulation platform, Airsim360, with native support for 360-degree aerial scenarios. Built on the UE 5 Series with an aerial dynamics module for high-quality scene rendering, the platform provides offline data generation tools capable of capturing panoramic images and corresponding ground truth, including semantic segmentation, entity segmentation, depth estimation, and 3D human keypoints.
- For efficient data collection, we develop point-to-point path planning schemes that enable both automatic sampling and user-designed flight paths. Moreover, we introduce an interactive pedestrian-aware system

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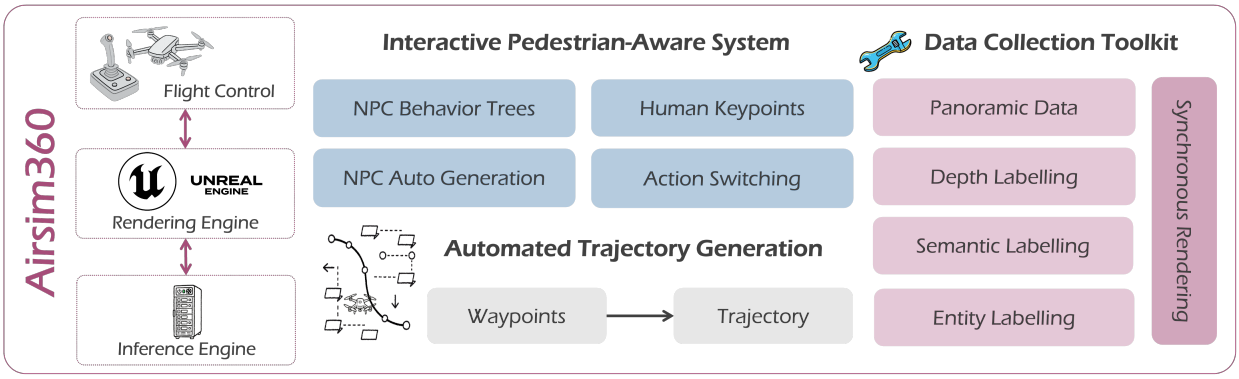


Figure 2. The left panel depicts the core interaction architecture of Airsim360, comprising the flight control module, rendering engine, and inference engine. The middle and right panels showcase three purpose-built data generation modules: the Interactive Pedestrian-Aware System, Automated Trajectory Generator, and Data Collection Toolkit.

that synthesizes pedestrian behaviors with detailed annotations and models realistic interactions.

- We test our simulated data for various perception and navigation tasks. Extensive experiments demonstrate our data significantly improve performance and robustness when evaluated on real-world validation sets.
- To our knowledge, AirSim360 is the first platform to support omnidirectional navigation for UAVs. Compared with conventional monocular systems, panoramic UAVs provide superior perceptual coverage, enabling more efficient target search with minimal additional motion cost.
- AirSim360 has excellent backward compatibility with ranging from latest UE 5.6 down to 4.27, our toolkit and benchmark tasks can run across these versions.

## 2. Related Work

**UAV Dataset** UAV datasets typically contain raw images and task-related ground truth, such as trajectory waypoints, depth maps, semantic labels, and point clouds. In general, such data are obtained through acquisition of real-world flights with manual annotation [13, 20, 37] or all-in-one simulation platforms [24, 26, 32]. However, existing datasets are designed primarily for perspective views with limited fields of view. In contrast, we focus on an omnidirectional setting with 360° coverage in aerial scenarios, which enables panoramic UAV tasks such as omnidirectional obstacle avoidance.

**Embodied Simulator** Embodied simulators [2, 6, 30] are crucial in robotics, such as autonomous driving and robotic grasping. It is because real-world data collection is often challenging, especially for rare long-tail scenarios. As UAVs play an increasingly important role, a range of UAV-oriented simulation platforms have emerged, including AirSim, UnrealCV [31], OpenFly, UAVScenes [36] and UnrealZoo. Among them, AirSim is an earlier simulator that utilizes UE for aerial scene rendering, but its latest officially supported version remains UE 4.27. UnrealCV and UnrealZoo are plugins built on top of UE that provide socket-based interfaces to capture RGB images, depth estimation, and semantic segmentation. However, they only support conventional perspective views and provide limited geometric and semantic information at relatively low frame rates, while lacking entity-level discrimination and making them insufficient for complex panoramic UAV tasks. In Table 1, our UAV360 platform additionally enables omnidirectional perception with full 360-degree coverage, and offers entity-level segmentation and 3D keypoint annotations to support advanced panoramic UAV applications at high frame rate.

**Panoramic Task** Panoramic visual tasks in understanding [38, 40] and generation [7, 8, 17] have rapidly advanced in support of spatial intelligence [23], where equirectangular projection (ERP) remains the most prevalent representation due to its straightforward mapping from spherical coordinates to a rectangular image. However, existing methods typically rely on real-world datasets with limited scale and diversity [3, 10, 11, 28, 39, 41], leaving their generalization ability across domains underexplored. In this work, we systematically benchmark depth estimation, pixel-level scene parsing, human keypoint detection, and UAV navigation under both in-domain and out-of-domain settings, demonstrating the merit of the proposed UAV360 platform.

## 3. AirSim360 Platform

As shown in Figure 2, AirSim360 is a large-scale omnidirectional simulation platform for drone scenarios. Unlike other platforms such as AirSim and UnrealZoo, we

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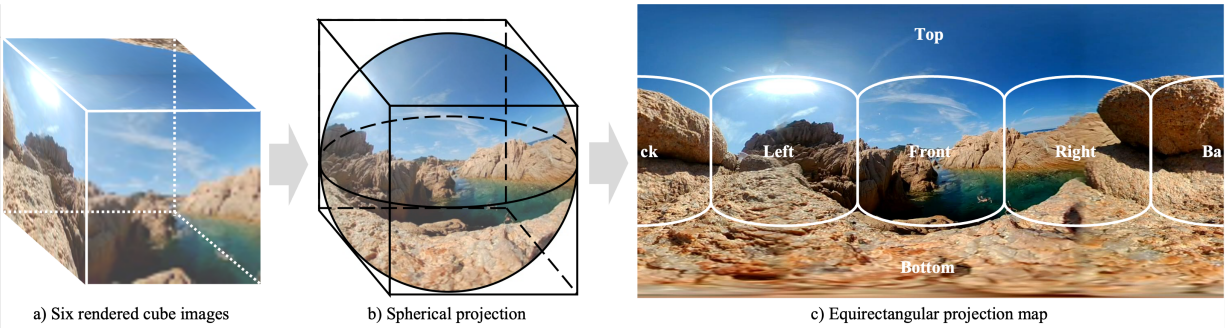


a) Six rendered cube images b) Spherical projection c) Equirectangular projection map

Figure 3. The equirectangular projection serves as a standard representation for panoramic imagery. In our implementation, we configured six identically calibrated cameras facing different directions. Since these are idealized pinhole cameras without lens distortion in the simulation environment, their outputs can be seamlessly stitched into a corresponding panoramic image through camera stitching algorithms.

emphasize consistency and compatibility among three key components in low-altitude ground environments, including static surroundings, the UAV, and human actors, which aligns closely with the main characteristics of the human-centric real world.

In the following subsections, we first introduce our simulation architecture and its core design, including the simulation environment, flight control, and communication system for efficient panoramic data sampling. Next, we describe the off-line data collection system, which generates panoramic images and pixel-level ground truth such as semantic segmentation, entity segmentation, and human keypoints using an automated trajectory generation tool. Finally, we present the interactive pedestrian-aware system, which enables realistic human behaviors and interactions within the simulation environment.

## 3.1. Overview

Built upon high-quality rendering capabilities of Unreal Engine, AirSim360 is an online closed-loop simulator compatible with multiple versions ranging from UE 4.27 to UE 5.6. By default, we adopt UE5 as our setting, considering its significant improvements in dynamic illumination, geometric detail, and overall scalability.

To improve user accessibility, we further optimize the communication module between virtual sensors and the UAV flight controller while providing an open external interface such as Vision-Language-Action (VLA) [19] for flexible integration. In the current system, the external model can return high-level control commands or a direct target position. These values are then parsed by our custom flight control module into the corresponding thrust and torque for each of the four rotors.

Compared with other platforms such as AirSim and UnrealZoo, we independently compile a flight control module and integrate it deeply into UE. This design allows us to simulate various types of drone through a simple user prompt that can enhance the generalization and flexibility of our system. More details of the implementation are provided in the appendix, as they fall beyond our primary focus on omnidirectional simulation.

## 3.2. Data Collection Toolkit

Apart from online simulation, AirSim360 provides a powerful toolkit for offline data collection to overcome scale limitations of existing omnidirectional datasets, particularly in pixel-level annotations that are closely related to semantic and geometric understanding.

### 3.2.1. Render-Aligned Data and Label Generation

Inspired by the stitching process of omnidirectional cameras, our data, whether the original images or their corresponding ground truth, are generated by stitching six cube-face views together. Each view corresponds to one of the six directions, namely front, back, left, right, up, and down, with a 90-degree field of view. Specifically, we obtain six non-overlapped cube images $I_c^{6\times H_c\times W_c}$ as input and then produce an equirectangular projection map (ERP) $I_e^{H_e\times W_e}$. Here, $H_c$, $W_c$, $H_e$ and $W_e$ are the height and width of the cube and erp images, respectively. For clear illustration of such a process, we use the spherical projection which serves as a bridge between the input and output representations in Figure 3. The detailed equation is in our appendix.

In the following, we introduce the unique challenges posed by our stitching process for each data type, along with the corresponding solutions.

**Panoramic Image:** Capturing multimodal data simultaneously from six directions significantly increases GPU rendering load and storage pressure, resulting in substantial frame rate drops and difficulty in maintaining high throughput at high resolutions. For multi-view image rendering, we have redesigned the composition mechanism for six camera-associated images from ground up. After establishing corresponding camera rendering views, we utilize internal functions of Render Hardware Interface (RHI) to perform GPU-side texture resource copying, enabling one-time stitching of the six

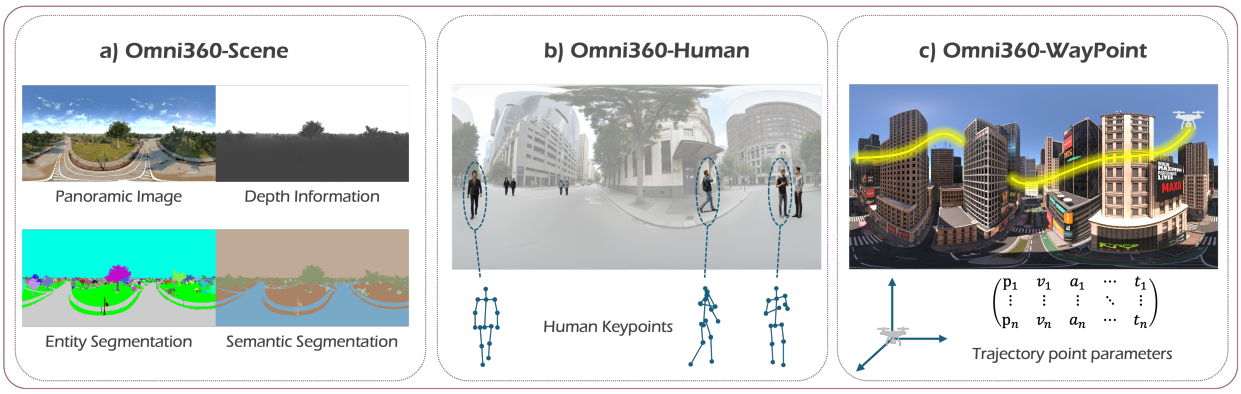


Figure 4. Visualization of Omni360-X. a) Visualizes Render-Aligned Data with corresponding labels (Sec. 3.2.1). b) Demonstrates pedestrian-aware label generation under panoramic views (Sec. 3.2.2). c) Shows trajectory synthesis from sparse waypoints using the Minimum Snap (Sec. 3.2.3).

images. This approach thus avoids the drawbacks of secondary stitching within material nodes via blueprints.

**Depth Information**: In a perspective image, depth is defined as the distance between a 3D point and the camera center along the optical axis. This definition differs in the omnidirectional view, where no tangent plane exists. Therefore, in our setting, depth is defined as the distance from the center of the camera to the point along the viewing ray.

Since Z-Depth can be directly acquired from the precomputed depth buffer (Z-Buffer) in the Unreal Engine, we proposed a material-based pipeline to extract depth data and render the results into a Render Target. This approach allows writing the depth information directly into the alpha channel of the corresponding image. During the actual rendering process, with known camera world coordinates and corresponding intrinsic and extrinsic parameters, the precise distance from the camera to each spatial point can be computationally determined.

**Semantic Segmentation**: We assign a semantic label to each pixel to enhance scene understanding. In our implementation within Unreal Engine, we represent a set of semantic categories by assigning specific RGB values. To achieve this, we utilize the Stencil Buffer from the graphics rendering pipeline to assign colors to the static mesh actuator. The Stencil Buffer stores an integer value between 0 and 255 for each pixel in the scene. Through custom-designed post-process material, these values are transformed into designated color outputs, facilitating the acquisition of semantic labels.

**Entity Segmentation**: Unlike other simulators that focus only on partial instances, we consider all entities present in the scene, ensuring complete coverage across the entire image. However, this design presents a challenge related to quantity limitations. The Stencil Buffer mechanism restricts the total number of assignable categories to 256, which is insufficient for the large number of objects typically involved in entity segmentation tasks, particularly in complex scenarios. To overcome this limitation, we develop a dedicated entity segmentation method capable of labeling all static mesh actors, skeleton mesh actors, and landscape elements within the scene. This approach allows us to obtain complete and fine-grained segmentation results for any given frame.

**Synchronous Rendering among Various Sensors**: Various sensors should capture data synchronously without latency. Considering that UAV-mounted cameras are in constant motion, we have deactivated the *Capture Every Frame* option for all rendering cameras, significantly reducing GPU resource consumption. Since we have custom-designed the cameras and various image sensors, we introduced an Event Dispatcher to synchronize all sensors with a unified trigger signal, enabling simultaneous acquisition of multiple data types.

### 3.2.2. Interactive Pedestrian-Aware System

Scenarios involving humans are critically important in low-altitude real-world environments. Therefore, simulating realistic human behavior is a key aspect of our platform. We begin it from three perspectives. First, we allow users to create a customizable number of pedestrians within a defined active area, automatically assigning various behaviors to them. Second, we enable autonomous interactions by combining NPC Behavior Trees with State Machines. For example, a pedestrian state machine can trigger transitions based on a multi-actor message dispatch and receive mechanism, allowing an agent to switch from a walking state to a chatting state when meeting another agent, or to randomly activate an OnPhoneCall state while walking (see Figure 5). Third, human keypoints are generated in real time as pedestrians interact, ensuring temporally consistent annotations for downstream perception tasks.

Generating pedestrian keypoint data presents two main challenges. First, a framework capable of supporting autonomous pedestrian motion is required to accom-

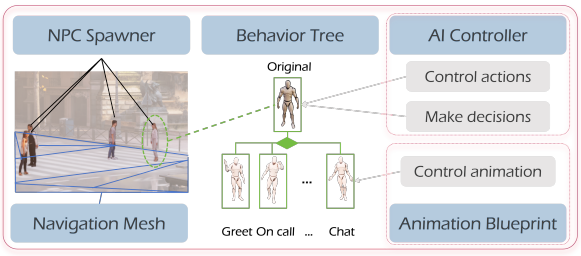


Figure 5. Conceptual diagram of the IPAS logic, showing the interplay between the Behavior Tree, State Machine, and the message-passing system for autonomous agent interaction.

modate diversity in body movements. Second, a method for binding identical skeletal keypoints across different characters is essential to avoid positional inaccuracies introduced by manual keypoint annotation.

To address these issues, we design Interactive Pedestrian-aware System (IPAS), a system that enables autonomous and interactive movements among pedestrians. Additionally, we implement a Blueprint-based approach that invokes pre-existing universal skeletal points in the Skeletal Mesh via blueprint functions. For keypoints not included in the standard skeletal framework, we use the *Add Socke* method to incorporate them into the Skeleton Tree, thereby enabling users to access and output all designed body keypoint coordinates.

#### 3.2.3. Automated Trajectory Generation Paradigm

The ground truth trajectories in previous platforms have largely relied on human control of the drone. To make the sampling process more efficient, we adopt Minimum Snap trajectory planning [25] into our simulation pipeline. A collector only needs to specify a few key waypoints within the scene, after which the system automatically generates a smooth and realistic trajectory that adheres to the dynamic constraints of the UAV. By adjusting parameters such as maximum velocity and acceleration, the resulting polynomial coefficients of the trajectories can be applied directly to real quadrotors.

## 4. Datasets Collection

Based on our proposed AirSim360 simulator, we collect several large-scale datasets for omnidirectional scene understanding. Then, we introduce the datasets gathered from a variety of Unreal Engine 5 (UE5) scenarios. Specifically, Omni360-X is a large-scale panoramic dataset containing 60K nonduplicated frames filtered using SSCD [29]. To serve diverse research objectives, Omni360-X is organized into three subsets, including Scene, Pedestrian, and Trajectory, where each emphasizes a specific aspect of 360-degree understanding. The visualization is shown in Figure 4.

More detailed information about the Omni360-X dataset is provided in the supplementary material due to page limitations.

Table 2. Composition of the Omni360-Scene Dataset. The dataset includes four Unreal Engine scenes, each depicting a unique urban environment. For scenes of varying scales, we collected panoramic data with corresponding labels, while the final column reports the total number of labels per scene.

| Scenarios Name | Area ($m^2$) | Nums | Label types | Sem. Cat. |
|---|---|---|---|---|
| ***City Park*** | 800,000 | 25,600 | Dep/Seg/Ins | 25 |
| ***Downtown West*** | 60,000 | 6,800 | Dep/Seg/Ins | 29 |
| ***SF City*** | 250,000 | 22,000 | Dep/Seg/Ins | 20 |
| ***New York City*** | 44,800 | 6,600 | Dep/Seg/Ins | 25 |

**Omni360-Scene** We focus primarily on scene parsing within Omni360-Scene. Inspired by ADE20K [44], Omni360-Scene contains more than 60K images annotated with depth and panoptic segmentation. Panoptic segmentation has two components: semantic and entity segmentation. For semantic labeling, we first extract semantic nouns from UE 5, which can be directly used for understanding open-world or open-vocabulary scenes. We then design a hierarchical semantic tree to ensure semantic consistency across different scenes. or entity segmentation, we further decompose stuff categories, such as trees and buildings, into individual entities. This is made possible by the simulator, which enables detailed entity separation that would be extremely challenging to achieve manually.

In Table 2, we present the data statistics for the four scenarios within Omni360-Scene. The dataset contains a total of 61,000 images captured from four scenarios, which demonstrate significant diversity in both physical scale (from 44,800 m² to 800,000 m²) and semantic complexity (20 to 29 categories). All scenarios provide comprehensive ground truth for Depth, Semantic Segmentation, and Instance Segmentation

**Omni360-Human** To better understand pedestrian behavior, we adopt 3D monocular human localization as our primary task, as it measures both human positions and postures in the 3D world, which are closely related to behavioral understanding. Accordingly, Omni360-Human contains approximately 100K samples covering more than 10 pedestrian behaviors across diverse camera distances and viewpoints in about 6 scenes.

As shown in Figure 4 (b), each sample contains both camera information, including the camera's absolute position and rotation angles in the world coordinate system, and pedestrian information, such as the locations and rotation angles of human keypoints.

**Omni360-WayPoint** Building upon our proposed automatic trajectory synthesis scheme, we will release

Table 3. Summary of the Omni360-WayPoint dataset. Flight paths of different lengths and sampling rates were generated across four outdoor scenes with physically consistent UAV dynamics.

| Thumbnail | Scenario | Scene type | Count | Spacing | Length range |
|---|---|---|---|---|---|
|  | ***City Park*** | outdoor | 20 000 | 0.5 | [50, 150] |
|  | ***Downtown West*** | outdoor | 5 000 | 0.2 | [20, 50] |
|  | ***New York City*** | outdoor | 5 000 | 0.2 | [20, 50] |
|  | ***SF City*** | outdoor | 20 000 | 0.5 | [50, 150] |

Table 4. Performance metrics for frame capture settings.

| Capture Every Frame | FPS | GPU Time |
|---|---|---|
| Enable | 20 | 54 ms |
| Disable | 29 | 35 ms |

Table 5. Comparison of frame rates across different platforms with 6 cameras.

| Platform | Nums of Camera | FPS |
|---|---|---|
| Not Optimized | 6 | 14 |
| Airsim360 | 6 | 18 |

Table 6. The MPDE results trained on two datasets, evaluated across three public benchmarks and one control set, *Omni360*. The *Omni360* refers to the dataset Omni360-Human.

| Training Set | Test Set | Dist. Err | Ang. Err | Ang. Err (Pub) | Dist. Err (Pub) |
|---|---|---|---|---|---|
| ***nuScenes*** | *nuScenes* | 1.078 | 31.90 | 21.21 | 0.484 |
| | *KITTI* | 0.822 | 31.50 | | |
| | *FreeMan* | 0.260 | 17.00 | | |
| | *Omni360* | 2.439 | 33.30 | | |
| ***nuScenes + Omni360*** | *nuScenes* | 1.068 | 30.70 | **17.02** | **0.458** |
| | *KITTI* | 0.809 | 31.20 | | |
| | *FreeMan* | 0.228 | 11.60 | | |
| | *Omni360* | 1.779 | 15.20 | | |

Omni360-WayPoint, an open dataset containing over 100,000 UAV waypoints, as described in Table 3. The trajectories adhere to realistic flight dynamics and include route variants parameterized by different maximum level-flight speeds, enabling analyses across diverse kinematic regimes. Such datasets can serve as various targets. For example, they can provide physics-consistent supervision for perception and state estimation, and enable trajectory prediction and system identification for model-based control and reinforcement learning. Moreover, they align instruction–video–action for VLA training, strengthen 3D reconstruction and mapping with accurate poses.

# 5. Experiments

In this section, we conduct several ablation studies on the AirSim360 platform to demonstrate the effectiveness of our design choices. We then present and benchmark the sampled dataset in multiple tasks, indicating the benefits of our proposed simulator for real-world scenarios.

## 5.1. Ablation Study on AirSim360

We conduct several comparison experiments on a workstation equipped with an NVIDIA RTX 4060 Ti (8 GB), an Intel i7-14700, and 32 GB of RAM. The evaluation covers two operational modes: perspective camera rendering and panoramic image stitching and transmission. Across all settings, our system consistently achieves higher data throughput and improved frame rates than conventional approaches.

Each camera in the rendering engine is processed as an independent rendering pass. Because the cameras move in real time, we optimize their scene-scanning pattern to improve efficiency. As shown in Table 4, this optimized scanning strategy yields a 45% increase in per-camera frame rate.

Given the panoramic design of our platform, we restructure the composition and data-transmission pipeline for the six camera feeds in the rendering engine. Leveraging the Render Hardware Interface (RHI) described in Section 3.2.1, we reimplement the C++ pipeline, increasing the frame rate from 14 to 18 FPS.

## 5.2. Monocular Pedestrian Distance Estimation

To assess the impact of synthetic data, we apply IPAS (view in Sec. 3.2.2) to Monocular Pedestrian Distance Estimation (MPDE) in Table 6. The generated Omni360-Human dataset provides 3D keypoint annotations in the world coordinate system. Using diverse simulated scenes for data augmentation, our approach achieves improved results on several MPDE benchmarks. The model is trained with Omni360-Human and nuScenes [5], and evaluated on Omni360-Human, nuScenes, KITTI [16], and FreeMan [35], reporting both Euclidean and angular distance errors following MonoLoco++ [4].

As shown in Table 6, training with the Omni360-Human dataset consistently improves performance across all three public test sets. The average angular error decrease from 21.21° to 17.02°, and the mean distance error from 0.484 m to 0.458 m. To better reflect real-world camera configurations, synthetic data are generated with a 20° pitch angle. The largest test set, FreeMan, exhibit the most significant improvement, with the angular error reduced from 17° to 11.6°. These

Table 7. Quantitative comparison for depth estimation. We fine-tune on the UniK3D model and compare the performance of training on Deep360 versus our Omni360 dataset. ↓ and ↑ denote lower or higher is better.Best results are in bold.

| Experiment Type | Training Data | Evaluation Data | AbsRel ↓ | RMSE ↓ | $\delta_1$ ↑ |
|---|---|---|---|---|---|
| Out-of-Domain | Deep360 | SphereCraft | 8.2570 | 0.0566 | 0.3490 |
| | Omni360 (Ours) | SphereCraft | **5.4372** | **0.0435** | **0.3990** |
| Cross-Domain | Deep360 | Omni360 (Ours) | 0.3600 | 0.0714 | 0.4896 |
| | Omni360 (Ours) | Deep360 | **0.1762** | **0.0229** | **0.6672** |

Table 8. Results of panoramic segmentation. The mIoU and mAP metrics are used to evaluate performance on the semantic and entity segmentation tasks, respectively.

| Task | WildPASS | Omni360-Scene | Performance |
|---|---|---|---|
| Semantic | ✓ | ○ | 58.0 |
| | ✓ | ✓ | 67.4 |
| Entity | ✓ | ○ | 24.6 |
| | ✓ | ✓ | 38.9 |

results highlight the effectiveness of synthetic data in enhancing monocular pedestrian distance estimation.

### 5.3. Panoramic Depth Estimation

To evaluate the generalization and domain adaptability of our Omni360 dataset, we conduct out-of-domain and cross-domain experiments for panoramic depth estimation. All datasets consist of outdoor synthetic data. The UniK3D model [27] is used as the baseline and fine-tuned after its official implementation. We compare the results with the Deep360 dataset [22], using Absolute Relative Error(AbsRel), Root Mean Squared Error(RMSE), and a percentage metrics $\delta_1$, where i = 1.25, as evaluation metrics.

**Out-of-Domain**: Models trained in Deep360 and Omni360 are tested on SphereCraft [15]. In Table 7, the model trained on Omni360 achieves better results, showing improved generalization to unseen environments.

**Cross-Domain**: We perform cross-domain tests between Deep360 and Omni360. The model trained on Omni360 performs best, indicating stronger robustness and more transferable representations.

### 5.4. Panoramic Segmentation

In Table 8, we evaluate semantic and entity segmentation in the WildPASS validation set [41] using OOOPS [42] and Mask2Former [9]. With the incorporation of our Omni360-Scene segmentation data, both tasks achieve substantial performance gains, highlighting the effectiveness of large-scale data scaling for pixel-level semantic understanding.

### 5.5. Benchmark on Omni360-X

#### 5.5.1. Panoramic Vision-Language Navigation

Vision-Language Navigation (VLN) [1] for unmanned aerial vehicles (UAVs) represents a challenging yet crucial direction toward embodied intelligence in aerial agents, , requiring joint understanding of spatial scenes and language instructions. Most existing UAV-VLN methods mostly rely on forward-facing cameras, resulting in a narrow field of view and large blind areas that limit target search efficiency and situational awareness.

Table 9. Results of panoramic VLN. Three standard metrics, Success Rate (SR), Success weighted by Path Length (SPL), and Navigation Error (NE), are used to evaluate model performance.

| Model | SR | SPL | NE |
|---|---|---|---|
| *qwen2.5-vl-72b-instruct* | 0.4 | 0.3843 | 18099.73 |
| *qwen3-vl-plus* | 0.0 | 0.0 | 11436.97 |
| *qwen3-vl-flash* | 0.2 | 0.1945 | 9506.26 |
| *doubao-seed-1-6-251015* | 0.5 | 0.4813 | 10573.89 |

We introduce a panoramic UAV-VLN task built on our simulation platform, where the UAV perceives the environment through panoramic vision instead of a single forward camera.

A set of preliminary experiments is conducted using several vision–language models to assess their ability to interpret panoramic observations for navigation.

In this section, to demonstrate the You Only Move Once (YOMO) capability of panoramic UAVs in decision-making tasks, we place most targets as salient objects and designed short flight trajectories. Under these conditions, the panoramic UAV can directly move toward the goal without additional yaw rotations or exploration. The similar SPL and SR values reported in Table 9 confirm that panoramic perception enables near-optimal, single-step decision making when the UAV is close to the target, validating the YOMO principle.

## 6. Conclusion

To address the issue of lacking large-scale omnidirectional data, we propose AirSim360, a panoramic simulation platform built on Unreal Engine. Inspired by the key elements in 4D real world, AirSim360 focuses on three aspects. First, we introduce a render-aligned data pipeline for generating 360-degree images with pixel-level depth and segmentation annotations in ERP representation. Second, we develop an interactive pedestrian-aware system that enables the study of human behavior through 3D monocular human localization. Third, we present an automated trajectory-generation paradigm that produces realistic aerial trajectories for navigation tasks. Built on top of AirSim360, we collect more than 60K non-duplicate frames. Ablation studies on the UE 5-based design, along with extensive experiments on the collected data, demonstrate the effectiveness of our platform and the benefits of the resulting dataset.

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