



EAST PARK ENERGY

East Park Energy

EN010141

Virtual Site Inspection Plan

Document Reference: EN010141/DR/8.29

Infrastructure Planning (Applications: Prescribed Forms and
Procedure) Regulations 2009: Regulation 5(2)(q)

April 2026

Version P01

EAST PARK ENERGY

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

Virtual Site Inspection Plan

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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 This Virtual Site Inspection Plan (VSIP) has been prepared by Axis on behalf of BSSL Cambsbed 1 Limited ('the Applicant') in relation to the Development Consent Order (DCO) application for the East Park Energy project (the 'Scheme').
- 1.1.2 The Examining Authority (ExA) set out at Item 8 in **Annex B** of the **Rule 8 Letter [PD-006]** that the Applicant provides the submission of a "*detailed flight plan for an Unmanned Aerial Vehicle (UAV) with a view to undertaking a comprehensive high-resolution video of the Public Rights of Way and other areas of the proposed development site that accords with the applicant's suggested sites for site inspections of Interested Parties suggestions.*"
- 1.1.3 The ExA requested this document be submitted by Deadline 2 on Tuesday 28th April 2026.

1.2 Background

- 1.2.1 The ExA requested in its **Rule 6 Letter [PD-005]** that the Applicant submit a proposed itinerary for an Accompanied Site Inspection (ASI) at Deadline 1. The Applicant subsequently submitted the following document at Deadline 1:
- **Applicant's Proposed Itinerary for the Accompanied Site Inspection (if required) [REP1-065].**
- 1.2.2 This VSIP has been partly informed by the content and suggested itinerary set out in the above document.

1.3 Purpose of this Document

- 1.3.1 The Applicant acknowledges that the ExA has requested a 'UAV flight plan', whilst this document instead sets out proposals for a 'Virtual Site Inspection Plan'. This VSIP sets out broader proposals than just a UAV flight plan,

proposing the use of multiple video capture technologies to enable a greater understanding of the Site.

1.3.2 The Applicant considers that its proposals within this VSIP provide more useful information for the purpose of supplementing or replacing a site visit, rather than sole reliance on UAV photography, which has limitations in terms of camera function and field of view, and in terms of its representation of how the landscape is actually viewed by people.

1.3.3 The ExA has set out in the Rule 8 Letter that comments on the Applicant's proposed approach should be provided by **Deadline 3** on the 26th March 2026.

1.4 Document Structure

1.4.1 This response document is structured as follows:

- Section 2.0 – Scope of Digital Methods;
- Section 3.0 – Proposed Digital Surveys; and
- Section 4.0 – Other Matters.

1.4.2 The documents submitted with the DCO Application are referenced using the reference number assigned by the Planning Inspectorate (PINS) i.e. **[APP-XXX]**.

1.5 Note about National Policy Statements

1.5.1 Section 1.6 of the 2026 NPS EN-1 confirms that for schemes accepted for examination before the final publication of the approved 2025 amendments, the 2024 suite of NPSs should have effect. East Park Energy was accepted for examination in October 2025 prior to the final publication of the 2025 amendments. The 2024 NPSs therefore have effect for decision making.

1.5.2 All references to the NPSs in this document made by the Applicant are to the 2024 NPSs unless stated otherwise.

1.5.3 The Applicant has prepared a separate **Note on updated National Policy Statements EN-1, EN-3 and EN-5 [PDA-018]**.

2.0 SCOPE OF DIGITAL METHODS

2.1 Overview

- 2.1.1 As outlined within the **Rule 8 letter [PD-006]** issued on the 1st April 2026, the ExA has requested that the Applicant submit a detailed flight plan for a UAV survey with a view to undertaking a comprehensive high-resolution video of the public rights of way, and other areas of the site that accord with the Applicant's suggested sites for site inspections. These locations have been previously set out in the **Applicant's Proposed Itinerary for the Accompanied Site Inspection [REP1-065]**.
- 2.1.2 The Applicant notes that the ExA's request is for a UAV survey, but has concerns about the appropriateness of UAV video footage in accurately replicating the experience of moving along a footpath / bridleway when viewed through a digital device. This is mostly because such footage is dependent on the height of the camera and the lens used in order to accurately imitate the human eye, but in addition UAV footage has a fixed angle of view that does not allow the viewer to experience the different views available from a location at a single time in order to get an appreciation of movement through the landscape.
- 2.1.3 The Applicant is therefore proposing two separate digital survey methods in order to present information as part of the 'Virtual Site Inspection' package, these are as follows:
- Unmanned Aerial Vehicle (UAV) / drone surveys; and
 - 360-degree video walkover surveys.
- 2.1.4 An overview of the proposed specification and methodology for each survey type is presented subsequently, with further detail of the application of each survey type presented in Section 3.

2.2 Filming Height and Representation

- 2.2.1 The Applicant will ensure that all video footage is captured at, or as close as reasonably practicable to, typical human eye level. This approach is adopted to ensure that the resulting material provides a realistic representation of the experience of a site visit, including movement along Public Rights of Way and other accessible locations.
- 2.2.2 Whilst UAV technology will be utilised where appropriate, the Applicant will avoid reliance on elevated or aerial perspectives that could distort the perception of scale, distance, or visibility of the Scheme. The intention is that all footage, whether captured via drone or 360° walkover, replicates or supplements an in-person site inspection, rather than presenting an aerial overview of the Site.

2.3 UAVs / Drones

UAV Type

- 2.3.1 The Applicant proposes undertaking drone surveys using a 'DJI Air 3S' model drone, which captures photography with a 1-inch CMOS 50 megapixel camera that produces a lens equivalent of 24mm and has a field of view of approximately 84°. This is capable of recording '4k' videos at up to 120 frames per second.
- 2.3.2 The DJI Air 3s is capable of operating at wind speeds of up to 12 metres per second.
- 2.3.3 The drone does not have a 'minimum operating height', however it has a maximum operating height of 120m in accordance with legal and Civil Aviation Authority (CAA) requirements.
- 2.3.4 Further information on the DJI Air 3S is presented in **Appendix A**.

Operation

- 2.3.5 The drone operator will operate in full compliance with all applicable Civil Aviation Authority (CAA) legislation and regulations. The drone operator will hold both a valid Flyer ID and Operator ID, ensuring they are properly registered and qualified to conduct drone operations safely and legally within the UK. All flights will be carried out with strict adherence to current airspace rules, safety guidelines, and best practices set out by the CAA. The operator will also be fully insured, with appropriate public liability coverage in place to protect clients, property, and third parties during all operations.
- 2.3.6 These surveys would be undertaken by two persons, the drone operator and a support staff responsible for supporting on the identification of obstacles or persons using public rights of way or in the vicinity of the survey at the time.
- 2.3.7 There are no designated no-fly zones within the proposed survey area that would prohibit drone use, however there are several areas identified as presenting an increased level of risk on recognised drone safety mapping tools.
- 2.3.8 Drone safety maps are interactive, digital resources (typically app-based) that assist remote pilots in identifying airspace classifications, Flight Restriction Zones (FRZs), and potential hazards, thereby supporting safe and lawful operations. Examples include the Drone Safety Map and similar platforms, which provide information on ground hazards, altitude limitations, and any applicable temporary airspace restrictions.
- 2.3.9 In relation to the small and/or private airfields located within the vicinity of the operational area, prior liaison will be undertaken with each relevant airfield. This will include notification of the intended flight activity and the establishment of appropriate contact details for operational coordination on the day of flight.

2.4 360° Video Walkovers

360° Camera Type

- 2.4.1 The Applicant proposes undertaking 360° walkover surveys using a 'DJI Osmo 360, which captures photography using two 1/1.1-inch CMOS sensors, behind two separate fisheye lens. This enables a 360° panoramic photo/video to be created with a total resolution of approximately 120 megapixels. The DJI Osmo 360 is capable of '8k' panoramic videos at up to 50 frames per second.
- 2.4.2 Further information on the DJI Osmo 360 is available at **Appendix B**.

Operation

- 2.4.3 The DJI Osmo 360 will be operated by a single user walking the designated survey routes with the camera mounted either on a backpack or handheld mounting system, such that the camera is either at or just above typical eye level.

3.0 PROPOSED DIGITAL SURVEYS

3.1 Overview

3.1.1 The proposed digital surveys broadly mirror those proposed set out in Section 2 of the **Applicant's Proposed Itinerary for the Accompanied Site Inspection [REP1-065]**. These are set out in the table below:

Table 1: Scope of Digital Surveys

Applicant's Proposed Itinerary for the ASI, as per Table 2-1 [REP1-065]	Digital Survey
<p>Drive from Great Staughton Village Hall along B645 to the junction with the A1. U-turn at roundabout and return along B645 passing Hail Weston and the proposed location of the Main Site Access into Site D.</p> <p>Continue onwards to Point A down Moor Road.</p>	<p>Refer to Applicant existing submission: Drive Through of Local Highway Network [REP1-068]</p>
<p>Point of Interest A</p> <p>Walk from Moor Road along Hail Weston Bridleway 112/7 towards Site D and the location of the BESS/Substation.</p>	<p>Refer to Digital Survey 1 at Section 3.2 below.</p>
<p>Point of Interest B</p> <p>Stop at Moor Road operational entrance to Site C. Views available across Site C.</p> <p>Opportunity to drive part way along Site C existing access track, if requested.</p>	<p>Refer to Digital Survey 2 at Section 3.3 below.</p>
<p>Point of Interest C</p> <p>St Andrew's Church, Great Staughton.</p>	<p><u>No proposed digital survey.</u></p> <p>Refer to LVIA viewpoints 61 and 62 [APP-140].</p>
<p>Point of Interest D</p> <p>New Farm</p>	<p><u>No proposed digital survey.</u></p> <p>Refer to LVIA viewpoint 48 [APP-138].</p>
<p>Point of Interest E</p> <p>The Kangaroo, Little Staughton Road</p>	<p><u>No proposed digital survey.</u></p> <p>Refer to LVIA viewpoint 46 [APP-138].</p>
<p>Point of Interest F</p> <p>Lodge Farm</p>	<p>Refer to Digital Survey 3 at Section 3.4 below.</p>

Applicant's Proposed Itinerary for the ASI, as per Table 2-1 [REP1-065]	Digital Survey
Point of Interest G Green End	Refer to Digital Survey 4 at Section 3.5 below.
Point of Interest H All Saint's Church, Little Staughton Walk section of Footpath 213/1 east of the church.	Refer to Digital Survey 5 at Section 3.6 below.
Point of Interest I Walk up section of Footpath 20.	Refer to Digital Survey 6 at Section 3.7 below.
Point of Interest J Walk from Wood End, Pertenhall along section of Footpath 5.	Refer to Digital Survey 7 at Section 3.8 below.
Point of Interest K Walk along Footpath 112, connecting with Footpath 36.	Refer to Digital Survey 8 at Section 3.9 below.
Point of Interest L Walk along Footpath 26 and Bridleway 37, including the crossover point between Bridleway 37 and Bridleway 40.	Refer to Digital Survey 9 at Section 3.10 below.
Point of Interest M Walk up Sandy Lane	Refer to Digital Survey 10 at Section 3.11 below.

3.2 Digital Survey 1

- 3.2.1 The proposed route of Digital Survey 1 is shown on **Figure 1** at the end of this document.
- 3.2.2 The Applicant is proposing that Digital Survey 1 utilises the 360° video walkover methodology between the points marked as A1 and A2 on **Figure 1**. This enables views of the bridleway to be considered, and provides context to the location of the BESS / Substation area.

3.2.3 A drone survey is not proposed along this section, as drone videos are limited by the direction the camera is facing, which restricts the ability to gain a full appreciation of this route, which passes through the centre of Site D.

3.3 Digital Survey 2

3.3.1 The proposed route of Digital Survey 2 is shown on **Figure 1** at the end of this document.

3.3.2 The Applicant is proposing that Digital Survey 2 utilises the 360° video walkover methodology between the points marked as B1 and B2 on **Figure 1**. This enables the access into Site D to be considered, as well as providing contextual information for the track through Site C.

3.3.3 A drone survey is not proposed along this section, as drone videos are limited by the direction the camera is facing, which restricts the ability to gain a full appreciation of this route, which passes through the centre of Site C.

3.4 Digital Survey 3

3.4.1 The proposed route of Digital Survey 3 is shown on **Figure 1** at the end of this document.

3.4.2 The Applicant is proposing that Digital Survey 3 utilises the 360° video walkover methodology between the points marked as F1 and F2 on **Figure 1**. This enables views of the footpath to be considered along this section of Site B.

3.4.3 A drone survey is not proposed along this section, as drone videos are limited by the direction the camera is facing, which restricts the ability to gain a full appreciation of this route, which passes through the centre of Site B.

3.5 Digital Survey 4

3.5.1 The proposed route of Digital Survey 4 is shown on **Figure 1** at the end of this document.

3.5.2 The Applicant is proposing that Digital Survey 4 utilises the 360° video walkover methodology between the points marked as G1 and G2 on **Figure 1**. This enables views of the footpath to be considered along this section of Site B.

3.5.3 A drone survey is not proposed along this section, as drone videos are limited by the direction the camera is facing, which restricts the ability to gain a full appreciation of this route, which passes through the centre of Site B.

3.6 Digital Survey 5

3.6.1 The proposed route of Digital Survey 5 is shown on **Figure 1** at the end of this document.

3.6.2 The Applicant is proposing that Digital Survey 5 utilises the 360° video walkover methodology between the points marked as H1 and H2 on **Figure 1**. This will include an internal lap of the churchyard, as well as a walk along part of the ridge to the east of the church.

3.6.3 A drone survey is not proposed along this section, as drone videos are limited by the direction the camera is facing, which restricts the ability to gain a full appreciation of this route.

3.7 Digital Survey 6

3.7.1 The proposed route of Digital Survey 6 is shown on **Figure 1** at the end of this document.

3.7.2 The Applicant is proposing that Digital Survey 6 utilises the 360° video walkover methodology between the points marked as I1 and I2 on **Figure 1**.

3.7.3 A drone survey is not proposed along this section, as drone videos are limited by the direction the camera is facing, which restricts the ability to gain a full appreciation of this route.

3.8 Digital Survey 7

- 3.8.1 The proposed route of Digital Survey 7 is shown on **Figure 1** at the end of this document.
- 3.8.2 The Applicant is proposing that Digital Survey 7 utilises the 360° video walkover methodology between the points marked as J1 and J2 on **Figure 1**.
- 3.8.3 A drone survey is not proposed along this section, as drone videos are limited by the direction the camera is facing, which restricts the ability to gain a full appreciation of this route.

3.9 Digital Survey 8

- 3.9.1 The proposed route of Digital Survey 8 is shown on **Figure 1** at the end of this document.
- 3.9.2 The Applicant is proposing that Digital Survey 8 utilises the 360° video walkover methodology between the points marked as K1 and K2 on **Figure 1**.
- 3.9.3 A drone survey is not proposed along this section, as drone videos are limited by the direction the camera is facing, which restricts the ability to gain a full appreciation of this route.

3.10 Digital Survey 9

Digital Survey 9a – Drone Survey

- 3.10.1 The proposed route of Digital Survey 9a is shown on **Figure 1** at the end of this document.
- 3.10.2 The Applicant is proposing that Digital Survey 9a utilises the drone survey methodology between the points marked as L1 and L2 on **Figure 1**.
- 3.10.3 The drone would be flown at a height of between 10 and 15m at a speed of approximately 10mph, following the route of the bridleway in the direction of L1 to L2. The camera would be angled down at approximately 30° from the

horizontal in order to capture the features along the alignment of the bridleway.

Digital Survey 9b - 360° walkover

- 3.10.4 The proposed route of Digital Survey 9b is shown on **Figure 1** at the end of this document.
- 3.10.5 The Applicant is proposing that Digital Survey 9b utilises the 360° video walkover methodology between the points marked as L2 and L3 on **Figure 1**. This enables views from the bridleway in each direction to be considered.
- 3.10.6 A drone survey is not proposed along this section, as drone videos are limited by the direction the camera is facing, which restricts the ability to gain a full appreciation of this part of the route.

3.11 Digital Survey 10

- 3.11.1 The proposed route of Digital Survey 10 is shown on **Figure 1** at the end of this document.
- 3.11.2 The Applicant is proposing that Digital Survey 10 utilises the 360° video walkover methodology between the points marked as M1 and M2 on **Figure 1**.
- 3.11.3 A drone survey is not proposed along this section, as drone videos are limited by the direction the camera is facing, which restricts the ability to gain a full appreciation of this route.

4.0 OTHER MATTERS

4.1 Data Hosting and Presentation

Drone Videos

- 4.1.1 The Applicant would provide videos captured by drone to the Planning Inspectorate, with videos presented in a traditional non-interactive manner within the Examination Library. The videos will be overlaid with relevant metadata captured by the drone such as location, speed, direction and height.

360° Videos

- 4.1.2 The Applicant intends to provide the 360° videos in a format where the viewer can use a mouse (or other device) to select the direction of view whilst viewing.
- 4.1.3 The Applicant is waiting for confirmation from the Planning Inspectorate that they have the ability to host interactive ‘360°’ video files within the Examination Library. The Applicant notes that third party examples of interactive 360° videos are available, including examples such as *YouTube* or *Vimeo*. The Applicant understands that due to the examination rules, all video must be hosted by PINS and not on a third-party website.
- 4.1.4 Should the Planning Inspectorate not have the capability to host 360° video footage, then the Applicant will undertake appropriate video capture from the source file to present a standard ‘single-frame’ type video.

File Types

- 4.1.5 Video footage would be provided to the examination as ‘.mp4’ file types, regardless of whether it has been captured by drone or 360° camera.

File Sizes

- 4.1.6 One of the key limitations of undertaking Digital Surveys is the file sizes to be submitted into the examination. The Applicant notes that a typical 10-minute

video in 8k format could have a file size between approximately 4gb to 20gb depending on compression and bitrate.

- 4.1.7 The Applicant will seek to manage file size appropriately, and it may be necessary to 'split' video files when submitting them into the Examination.

4.2 Timescales

- 4.2.1 The Applicant intends to undertake the Digital Surveys between Deadline 3 and Deadline 4, and to have them ready for submission at Deadline 4.

4.3 Conditions

- 4.3.1 As far as practicable, footage will be captured during day light hours when there is good visibility.

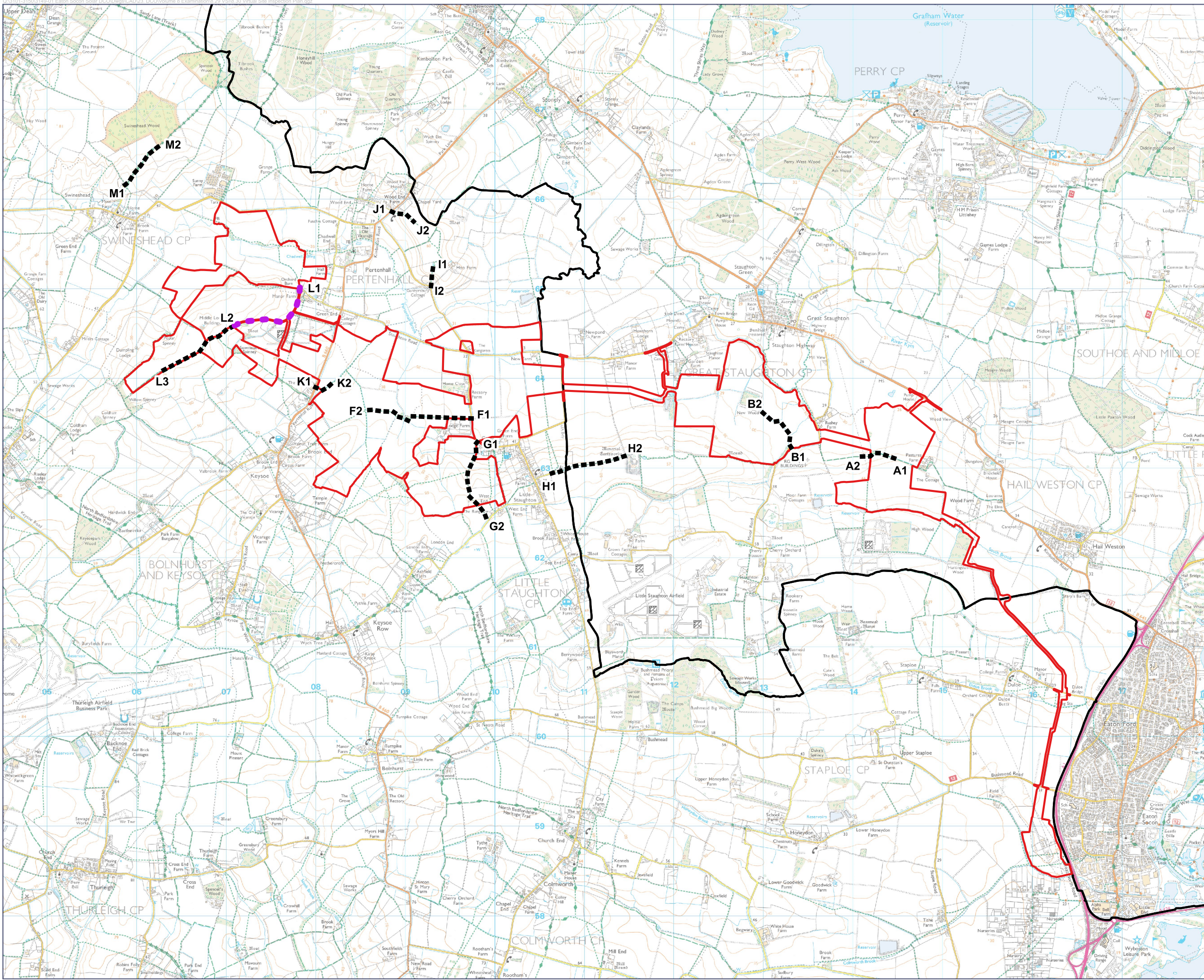
4.4 Audio

- 4.4.1 The Applicant will remove all audio from the video footage prior to submission.

4.5 Confidentiality and Data Protection

- 4.5.1 The Applicant is aware of the legal and data protection matters relating to UAV flights and recording of images, and will adhere to all relevant legislation and CAA requirements.
- 4.5.2 The digital surveys will be prepared with due regard to confidentiality and data protection requirements. Where any personal data is incidentally captured, the Applicant will review the material prior to submission and redact or edit footage as necessary, such as faces or car registration plates.

Rev	Date	Comment
P01	04/2026	Deadline 2



-  Order Limits
-  Local Authority Boundary
-  360 Video Walkover
-  Drone Survey



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Client
BSSL Cambsed 1 Ltd

Project
East Park Energy

Drawing Title
**Virtual Site Inspection Plan:
Proposed Digital Surveys**

Scale
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Status
Deadline 1

APFP Reference
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Status
EN010141/DR/8.30

Dwg no
Figure 1

Rev
P01



APPENDIX A: DJI AIR 3S

Specs

Aircraft

Takeoff Weight	724 g
Dimensions	Folded (without propellers): 214.19×100.63×89.17 mm (L×W×H) Unfolded (without propellers): 266.11×325.47×106.00 mm (L×W×H)
Max Ascent Speed	10 m/s
Max Descent Speed	10 m/s
Max Horizontal Speed	<p>At equivalent sea level and in an equivalent windless environment: 21 m/s*</p> <p>At equivalent sea level and with an equivalent tailwind of 6 m/s, flying with the wind: 27 m/s*</p> <p>Measured in a controlled wind tunnel environment, with the aircraft ascending vertically to a height of 1.5 meters above the ground in Sport mode. Actual experience may vary depending on the environment, usage, and firmware version. 19 m/s in the EU region.</p>
Max Takeoff Altitude	6000 m
Max Flight Time	<p>45 minutes</p> <p>Measured in a controlled wind tunnel environment under conditions equivalent to windless operation and sea-level altitude, with the aircraft flying forward at a constant speed of 32.4 kph, Obstacle Avoidance Action set to Brake, and the camera in Photo mode, until a forced landing due to battery depletion. Actual experience may vary depending on the environment, usage, and firmware version.</p>
Max Hovering Time	<p>41 minutes</p> <p>Measured by DJI Air 3S hovering in a windless environment at sea level, with Obstacle Avoidance Action set to Brake, in photo mode, and from 100% battery level until 0%. Data is for reference only. Always pay attention to reminders in the app during your flight.</p>
Max Flight Distance	<p>32 km</p> <p>Measured in a controlled wind tunnel environment under conditions equivalent to windless operation and sea-level altitude, with the aircraft flying forward at a constant speed of 48.6 kph, Obstacle Avoidance Action set to Brake, and the camera in Photo mode, until a forced landing due to battery depletion. Actual experience may vary depending on the environment, usage, and firmware version.</p>
Max Wind Speed Resistance	12 m/s
Max Pitch Angle	36°
Operating Temperature	-10° to 40° C (14° to 104° F)
Global Navigation Satellite System	GPS + Galileo + BeiDou
Hovering Accuracy Range	<p>Vertical: ±0.1 m (with vision positioning) ±0.5 m (with satellite positioning)</p> <p>Horizontal: ±0.3 m (with vision positioning) ±0.5 m (with satellite positioning)</p>
Internal Storage	42 GB
Class	C1 (EU)

Camera

Image Sensor	Wide-Angle Camera: 1-inch CMOS, 50MP Effective Pixels Medium Tele Camera: 1/1.3-inch CMOS, 48MP Effective Pixels
Lens	Wide-Angle Camera FOV: 84° Format Equivalent: 24 mm Aperture: f/1.8 Focus: 0.5 m to ∞ Medium Tele Camera FOV: 35° Format Equivalent: 70 mm Aperture: f/2.8 Focus: 3 m to ∞
ISO Range	Video Normal: 100-12800 (Normal) 100-3200 (D-Log M) 100-3200 (HLG) Slow Motion: 100-6400 (Normal) 100-3200 (D-Log M) 100-3200 (HLG) Photo 100-6400 (12 MP) 100-3200 (48 MP and 50 MP)
Shutter Speed	Wide-Angle Camera 12MP Photo: 1/8000-2 s (2.5-8 s for simulated long exposure) 50MP Photo: 1/8000-2 s Medium Tele Camera 12MP Photo: 1/16000-2 s (2.5-8 s for simulated long exposure) 48MP Photo: 1/8000-2 s
Max Image Size	Wide-Angle Camera: 8192×6144 Medium Tele Camera: 8064×6048
Still Photography Modes	Wide-Angle Camera Single Shot: 12 MP and 50 MP Burst Shooting: 12 MP, 3/5/7 frames; 50 MP, 3/5 frames Automatic Exposure Bracketing (AEB): 12 MP, 3/5/7 frames; 50 MP, 3/5 frames at 0.7 EV step Timed: 12 MP, 2/3/5/7/10/15/20/30/60 s; 50 MP, 5/7/10/15/20/30/60 s Medium Tele Camera Single Shot: 12 MP and 48 MP Burst Shooting: 12 MP, 3/5/7 frames; 48 MP, 3/5 frames Automatic Exposure Bracketing (AEB): 12 MP, 3/5/7 frames; 48 MP, 3/5 frames at 0.7 EV step Timed: 12 MP, 2/3/5/7/10/15/20/30/60 s; 48 MP, 5/7/10/15/20/30/60 s
Photo Format	JPEG/DNG (RAW)
Video Resolution	Wide-Angle Camera/Medium Tele Camera: H.264/H.265 4K: 3840×2160@24/25/30/48/50/60/120*fps FHD: 1920×1080@24/25/30/48/50/60/120*/240*fps 2.7K Vertical Shooting: 1512×2688@24/25/30/48/50/60fps * Recording frame rates. The corresponding video plays as a slow-motion video. Slow-motion videos and 4K video recordings only support H.265 encoding.
Video Format	MP4 (MPEG-4 AVC/H.264, HEVC/H.265)
Max Video Bitrate	H.264/H.265: 130 Mbps* * When shooting 4K/120fps video in D-Log M mode with the DJI Air 3S, the video encoding bitrate can reach up to 130Mbps, corresponding to a video stream frame rate of 120fps. However, since slow-motion video files are encapsulated at 30fps, the video length displayed on the player is four times the recording duration, and the bitrate of the parsed encapsulated file is approximately one-fourth of the original encoding bitrate.

Supported File System	exFAT
Color Mode and Sampling Method	Wide-Angle/Medium Tele Camera Normal (FHD/2.7K): 8-bit 4:2:0 (H.264) Normal (FHD/2.7K): 10-bit 4:2:0 (H.265) HLG/D-Log M (FHD/2.7K): 10-bit 4:2:0 (H.264/H.265) Normal/HLG/D-Log M (4K): 10-bit 4:2:0 (H.265)
Digital Zoom	Wide-Angle Camera: 1-2.9x Medium Tele Camera: 3-9x

Gimbal

Stabilization	3-axis mechanical gimbal (tilt, roll, pan)
Mechanical Range	Tilt: -135° to 70° Roll: -50° to 50° Pan: -27° to 27°
Controllable Range	Tilt: -90° to 60° Pan: -5° to 5°
Max Control Speed (tilt)	100°/s
Angular Vibration Range	±0.0037°

Sensing

Sensing Type	Omnidirectional binocular vision system, supplemented with forward-facing LiDAR and an infrared sensor at the bottom of the aircraft
Forward	Measurement Range: 0.5-18 m Detection Range: 0.5-200 m Effective Sensing Speed: Flight Speed ≤ 15 m/s FOV: Horizontal 90°, Vertical 72°
Backward	Measurement Range: 0.5-18 m Effective Sensing Speed: Flight Speed ≤ 14 m/s FOV: Horizontal 90°, Vertical 72°
Lateral	Measurement Range: 0.5-30 m Effective Sensing Speed: Flight Speed ≤ 14 m/s FOV: Horizontal 90°, Vertical 72°
Upward	Measurement Range: 0.5-18 m Effective Sensing Speed: Flight Speed ≤ 6 m/s FOV: Front and Back 72°, Left and Right 90°
Downward	Measurement Range: 0.3-14 m Effective Sensing Speed: Flight Speed ≤ 6 m/s FOV: Front and Back 106°, Left and Right 90°
Operating Environment	Forward, Backward, Left, Right, and Upward: Surfaces with discernible patterns and adequate lighting (lux > 1) Downward: Surfaces with discernible patterns, diffuse reflectivity > 20% (e.g., walls, trees, people), and adequate lighting (lux > 1)
3D Infrared Sensor	Forward-Facing LiDAR Measurement Range (nighttime): 0.5-25 m (reflectivity > 10%) FOV: Up and Down 60°, Left and Right 60° Downward-Facing Infrared Sensor Measurement Range: 0.3-8 m (reflectivity > 10%) FOV: Front and Back 60°, Left and Right 60°

Video Transmission

Video Transmission System	O4
Live View Quality	Remote Controller: 1080p/30fps, 1080p/60fps
Operating Frequency	2.4000-2.4835 GHz 5.170-5.250 GHz 5.725-5.850 GHz Operating frequency allowed varies among countries and regions. Refer to local laws and regulations for more information.
Transmitter Power (EIRP)	2.4 GHz: < 33 dBm (FCC) < 20 dBm (CE/SRRC/MIC) 5.1 GHz: < 23 dBm (CE) 5.8 GHz: < 33 dBm (FCC) < 30 dBm (SRRC) < 14 dBm (CE)
Max Transmission Distance (unobstructed, free of interference)	FCC: 20 km CE: 10 km SRRC: 10 km MIC: 10 km Measured in an unobstructed outdoor environment free of interference. The above data shows the farthest communication range for one-way, non-return flights under each standard. Always pay attention to RTH reminders in the app during your flight.
Max Transmission Distance (unobstructed, with interference)	Strong Interference: Urban landscape, approx. 1.5-4 km Medium Interference: Suburban landscape, approx. 4-10 km Low Interference: Suburb/Seaside, approx. 10-20 km Measured under FCC standard in unobstructed environments with typical interference. Used for reference purposes only and provides no guarantee for actual transmission distance.
Max Transmission Distance (obstructed, with interference)	Low Interference and Obstructed by Buildings: Approx. 0-0.5 km Low Interference and Obstructed by Trees: Approx. 0.5-3 km Measured under FCC standard in obstructed environments with typical low interference. Used for reference purposes only and provides no guarantee for actual transmission distance.
Max Download Speed	O4: 10 MB/s (with DJI RC-N3) 10 MB/s (with DJI RC 2) Wi-Fi 5: 30 MB/s* * Measured in a laboratory environment with little interference in countries/regions that support both 2.4 GHz and 5.8 GHz. Download speeds may vary depending on the actual conditions.
Lowest Latency	Aircraft + Remote Controller: Approx. 120 ms Depending on the actual environment and mobile device.
Antenna	6 antennas, 2T4R

Wi-Fi

Protocol	802.11 a/b/g/n/ac
Operating Frequency	2.400-2.4835 GHz 5.725-5.850 GHz
Transmitter Power (EIRP)	2.4 GHz: < 20 dBm (FCC/CE/SRRC/MIC) 5.8 GHz: < 20 dBm (FCC/SRRC) < 14 dBm (CE)

Bluetooth

Protocol	Bluetooth 5.2
Operating Frequency	2.400-2.4835 GHz
Transmitter Power (EIRP)	< 10 dBm

Battery

Capacity	4276 mAh
Weight	Approx. 247 g
Nominal Voltage	14.6 V
Max Charging Voltage	17.2 V
Type	Li-ion 4S
Energy	62.5 Wh
Charging Temperature	5° to 40° C (41° to 104° F)
Charging Time	Approx. 80 minutes (with DJI 65W Portable Charger) Approx. 60 minutes (with DJI 100W USB-C Power Adapter and Battery Charging Hub)

Charger

Input	DJI 65W Portable Charger: 100-240 V (AC), 50-60 Hz, 2 A DJI 100W USB-C Power Adapter: 100-240 V (AC), 50-60 Hz, 2.5 A
Output	DJI 65W Portable Charger: USB-C 5 V, 5 A 9 V, 5 A 12 V, 5 A 15 V, 4.3 A 20 V, 3.25 A 5-20 V, 3.25 A USB-A 5 V, 2 A DJI 100W USB-C Power Adapter: Max 100 W (total) When both ports are used, the max output power of one port is 82 W, and the charger will dynamically allocate the output power of the two ports according to the power load.
Rated Power	DJI 65W Portable Charger: 65 W DJI 100W USB-C Power Adapter: 100 W

Battery Charging Hub

Input	USB-C: 5-20 V, max 5 A
Output (power accumulation)	Battery Port: 12-17.2 V, 3.5 A
Output (charging)	Battery Port: 12-17.2 V, max 5 A
Output (USB)	USB-C: 5 V, 3 A 9 V, 5 A

12 V, 5 A
15 V, 5 A
20 V, 4.1 A

Charging Type	Three batteries charged in sequence
Compatibility	DJI Air 3 Intelligent Flight Battery DJI Air 3S Intelligent Flight Battery

Car Charger

Input	Car Power Input: 12.7-16 V, 6.5 A, rated voltage 14 V (DC)
Output	USB-C: 5 V, 5 A 9 V, 5 A 12 V, 5 A 15 V, 4.3 A 20 V, 3.25 A 5-20 V, 3.25 A USB-A: 5 V, 2 A
Rated Power	65 W
Charging Temperature	5° to 40° C (41° to 104° F)

Storage

Recommended microSD Cards	Lexar 1066x 64GB V30 U3 A2 microSDXC Lexar 1066x 128GB V30 U3 A2 microSDXC Lexar 1066x 256GB V30 U3 A2 microSDXC Lexar 1066x 512GB V30 U3 A2 microSDXC Kingston Canvas GO! Plus 64GB V30 U3 A2 microSDXC Kingston Canvas GO! Plus 128GB V30 U3 A2 microSDXC Kingston Canvas GO! Plus 256GB V30 U3 A2 microSDXC Kingston Canvas GO! Plus 512GB V30 U3 A2 microSDXC
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DJI RC-N3 Remote Controller

Max Operating Time	Without Charging Any Mobile Device: 3.5 hours When Charging a Mobile Device: 1.5 hours
Max Supported Mobile Device Size	180×86×10 mm (L×W×H)
Operating Temperature	-10° to 40° C (14° to 104° F)
Charging Temperature	5° to 40° C (41° to 104° F)
Charging Time	2 hours
Charging Type	It is recommended to use a 5V/2A charger.
Battery Capacity	9.36 Wh (3.6 V, 2600 mAh)
Weight	Approx. 320 g
Dimensions	104.2×150×45.2 mm (L×W×H)
Supported Mobile Device Port Type	Lightning, USB-C, Micro-USB Using a mobile device with a Micro-USB port requires the DJI RC-N Series RC Cable (Standard Micro USB Connector), which is sold separately.
Video Transmission Operating Frequency	2.4000-2.4835 GHz 5.170-5.250 GHz 5.725-5.850 GHz

Operating frequency allowed varies among countries and regions. Refer to local laws and regulations for more information.

**Video Transmission Transmitter
Power (EIRP)**

2.4 GHz:
< 33 dBm (FCC)
< 20 dBm (CE/SRRC/MIC)

5.1 GHz:
< 23 dBm (CE)

5.8 GHz:
< 33 dBm (FCC)
< 14 dBm (CE)
< 30 dBm (SRRC)

APPENDIX B: DJI OSMO 360

Specs

General

Dimensions	61×36.3×81 mm (L×W×H)
Weight	183 g
Waterproof	<p>Osmo 360 (camera body only) can be used at depths of up to 10 meters underwater.</p> <p>Before use, please ensure the battery compartment cover and USB-C port cover are securely closed. It is not recommended to use the camera body only for long-term underwater shooting or in environments with high water impact pressure. Osmo 360 has an IP68 waterproof rating. Do not use the camera in hot springs or extreme underwater environments, or let it come into contact with corrosive or unknown liquids. The camera alone is waterproof to a depth of 10 meters, but due to the convex fisheye lens design, underwater light refraction may cause image distortion and stitching errors. Therefore, it is not recommended to bring the camera body only for underwater shooting.</p>
Number of Microphones	4
Touchscreens	<p>Size: 2.0 inches</p> <p>Resolution: 314×556</p> <p>Brightness: 800 cd/m²</p>
Supported SD Cards	microSD (up to 1 TB)
Recommended microSD Cards	<p>Recommended Models:</p> <p>Kingston CANVAS Go! Plus 64GB U3 A2 V30 microSDXC</p> <p>Kingston CANVAS Go! Plus 128GB U3 A2 V30 microSDXC</p> <p>Kingston CANVAS Go! Plus 256GB U3 A2 V30 microSDXC</p> <p>Kingston CANVAS Go! Plus 512GB U3 A2 V30 microSDXC</p> <p>Kingston CANVAS Go! Plus 1TB U3 A2 V30 microSDXC</p> <p>Lexar SILVER PLUS 64GB U3 A2 V30 microSDXC</p> <p>Lexar SILVER PLUS 512GB U3 A2 V30 microSDXC</p> <p>Lexar SILVER PLUS 1TB U3 A2 V30 microSDXC</p>

Camera

Sensor	1/1.1-inch CMOS
Aperture	f/1.9
ISO Range	100-51200
Electronic Shutter Speed	<p>Photo: 1/8000-30 s</p> <p>Video: 1/8000s to the limit of frames per second</p>
Max Photo Resolution	<p>Panoramic Photo:</p> <p>2:1, 15520 × 7760 (120 MP)</p> <p>Single-Lens Photo:</p> <p>4:3, 6400 × 4800 (30.72 MP)</p>
Panoramic Video	<p>8K: 7680 × 3840@24/25/30/48/50fps</p> <p>6K: 6000 × 3000@24/25/30/48/50/60fps</p> <p>4K: 3840 × 1920@100fps</p>
SuperNight	<p>Panoramic Video:</p> <p>8K: 7680 × 3840@24/25/30fps</p> <p>6K: 6000 × 3000@24/25/30fps</p> <p>Single Lens - Boost Video:</p> <p>4K (4:3): 3840 × 2880@25/30fps</p> <p>4K (16:9): 3840 × 2160@25/30fps</p>

Panorama - Selfie mode	4K: 3840 × 3840@25/30/50/60fps 3K: 3000 × 3000@25/30/50/60/100/120fps 2K: 1920 × 1920@100/120/240fps
Panorama - Timelapse	Hyperlapse 8K@25/30fps: Auto/× 2/× 5/× 10/× 15/× 30 Timelapse 8K@25/30fps Intervals: 1/2/3/4/5/6/8/10/15/20/25/30/40s, 1/2/5/30/60 mins Duration: 5/10/20/30 mins, 1/2/3/5 hours, ∞
Panorama - Vortex	6K: 6000 × 1500@100/120fps 4K: 3840 × 960@240fps
Single Lens - Video	5K (4:3): 5120 × 3840@25/30/50/60fps 5K (16:9): 5120 × 2880@25/30/50/60fps 4K (4:3): 3840 × 2880@25/30/50/60fps 4K (16:9): 3840 × 2160@25/30/50/60fps 2.7K (4:3): 2688 × 2016@25/30/50/60fps 2.7K (16:9): 2688 × 1512@25/30/50/60fps
Single Lens - Boost Video	4K (4:3): 3840 × 2880@25/30/50/60/100/120fps 4K (16:9): 3840 × 2160@25/30/50/60/100/120fps 4K (9:16): 2160 × 3840@25/30/50/60/100/120fps 2.7K (4:3): 2688 × 2016@25/30/50/60/100/120fps 2.7K (16:9): 2688 × 1512@25/30/50/60/100/120fps 2.7K (9:16): 1512 × 2688@25/30/50/60/100/120fps
Single Lens - SuperNight	4K (4:3): 3840 × 2880@25/30fps Boost Video 4K (16:9): 3840 × 2160@25/30fps Boost Video 2.7K (4:3): 2688 × 2016@25/30fps Boost Video 2.7K (16:9): 2688 × 1512@25/30fps Boost Video
Single Lens - Livestream	1080p (16:9): 1920 × 1080@30fps
Stabilization	EIS: RockSteady 3.0 HorizonSteady <small>In Panoramic Video mode, you can choose Stabilization mode when exporting via DJI Mimo app. In Single-Lens mode, HorizonSteady is only supported for regular flat videos with a standard field of view (16:9, distortion-corrected) at frame rates up to 60fps.</small>
Pre-Rec	Pre-Recording Duration: 5/10/15/30 s, 1/2/5 mins
Max Video Bitrate	170 Mbps
Supported File System	exFAT
Photo Format	JPEG
Video Format	OSV, MP4 (HEVC)
Built-in Storage Capacity	128GB built-in storage (105GB available); expandable via microSD card.
Audio Recording	48 kHz 16-bit; AAC
Focus Range	0.35 m to ∞
Minimum Stitching Distance	≥75 cm

Battery

Type	Li-ion 1S
Capacity	1950 mAh
Energy	7.5 Wh

Voltage	3.87 V
Operating Temperature	-20° to 45° C (-4° to 113° F)
Charging Temperature	5° to 40° C (41° to 104° F)
Operating Time	<p>Supports up to 100 minutes of 8K/30fps panoramic video recording, or up to 120 minutes with Endurance mode on* Supports up to 190 minutes of 6K/24fps panoramic video recording**</p> <p>* Tested under laboratory conditions at 25°C with Wi-Fi, Gesture Control, Voice Control, and Editing Assistant turned Off, while recording 8K/30fps panoramic videos with the screen off. Data was collected in a controlled environment and should be taken as reference only. In the EU and UK, due to local regulations on operating temperature, the actual battery life of Osmo 360 may differ from the data shown on this page. Please refer to your actual experience.</p> <p>** Measured under laboratory conditions at 25° C (77° F), while recording 6K/24fps panoramic video, with Endurance mode on, Wi-Fi off, Gesture Control off, Voice Control off, Editing Assistant off, and the screen off. Data was collected in a controlled environment and should be taken as reference only.</p>

Connection

Wi-Fi Operating Frequency	2.400-2.4835 GHz 5.150-5.250 GHz 5.725-5.850 GHz
Wi-Fi Protocol	Wi-Fi 6.0 802.11 a/b/g/n/ac/ax
Wi-Fi Transmitter Power (EIRP)	2.4 GHz: < 23 dBm (FCC), < 20 dBm (CE/STRRC/MIC) 5.1 GHz: < 23 dBm (FCC/CE/STRRC/MIC) 5.8 GHz: < 23 dBm (FCC/STRRC), < 14 dBm (CE)
Bluetooth Operating Frequency	2.400-2.4835 GHz
Bluetooth Transmitter Power (EIRP)	< 13 dBm
Bluetooth Protocol	BLE 5.1
USB	USB 3.1 Type-C (supports up to 600MB/s transfer speeds*) * Measured speeds when copying footage from the camera's internal memory using an official USB-C to USB-C PD Cable (USB 3.1) connected to the Mac's USB-C port in an interference-free lab environment. Actual speed may vary due to different scenarios, please refer to the actual measurement.