



Flying a Drone in Thailand: Build the Three-Day Approval File

Description

Bringing a drone into Thailand is not the same as being allowed to fly it. Complete the required NBTC and CAAT processes, insurance and UAS Portal flight request at least three days before operation, then recheck local and security restrictions.

The practical task is to complete registrations, insurance and location-specific approval before the intended flight. A sound decision separates the controlling condition from convenience, then records the evidence before money, travel, work or a deadline makes the choice harder to reverse.

Put the steps in order

1. **Drone has a camera:** Complete both regulator checks before flight.
2. **Location is near an airport or controlled district:** Obtain specific approval or choose another site.
3. **National park or temple is planned:** Check the site owner's separate permission.
4. **Approval is not confirmed:** Keep the drone grounded.

Separate import and flight

[TAT June 2026 drone update](#) states the controlling point used here: TAT states that flight details must be submitted through the UAS Portal at least three days in advance and identifies controlled border districts and notification requirements. Possession in Thailand does not authorise operation. Build a flight-specific file

For separate import and flight, this becomes consequential when • Drone has a camera • applies. The next move is to complete both regulator checks before flight, but only after the underlying condition has been verified and dated.

Complete both registrations

NBTC and CAAT regulate different aspects. Keep both acknowledgements

For complete both registrations, record the result as confirmed, pending or not applicable. If it is still pending, do not let a convenient assumption close the gap; identify the person or service that can resolve it and the last safe time to ask.

Arrange insurance

Required liability cover should match the operator and drone. Carry the policy evidence

For arrange insurance, this becomes consequential when â??National park or temple is plannedâ?• applies. The next move is to check the site ownerâ??s separate permission, but only after the underlying condition has been verified and dated.

Meet the lead time

[TAT tourist drone registration guide](#) states the controlling point used here: TAT explains NBTC and CAAT registration, insurance, pilot certification, airport distance and normal operating rules for visitors. The UAS Portal request needs at least three days. Work back from flight date

For meet the lead time, record the result as confirmed, pending or not applicable. If it is still pending, do not let a convenient assumption close the gap; identify the person or service that can resolve it and the last safe time to ask.

Check the map again

Border security controls and local restrictions can change. Reopen current notices

For check the map again, this becomes consequential when â??Drone has a cameraâ?• applies. The next move is to complete both regulator checks before flight, but only after the underlying condition has been verified and dated.

Respect the site

Aviation approval does not replace owner, park or temple permission. Obtain every separate consent

For respect the site, record the result as confirmed, pending or not applicable. If it is still pending, do not let a convenient assumption close the gap; identify the person or service that can resolve it and the last safe time to ask.

A backward-planned approval timeline from intended flight to registration, insurance and three-day UAS submission

Start with Separate import and flight, then test Complete both registrations and Arrange insurance. Show the input, the condition applied and the resulting action in separate columns. If a number is calculated, retain the arithmetic; if a route is selected, retain the branch that ruled out the alternative.

Input or condition	Evidence to keep	Decision it changes
Drone has a camera	Build a flight-specific file	Complete both regulator checks before flight
Location is near an airport or controlled district	Keep both acknowledgements	Obtain specific approval or choose another site
National park or temple is planned	Carry the policy evidence	Check the site owner's separate permission

A location veto matrix covering airports, controlled border districts, parks, temples, crowds and owner permission

Use Meet the lead time, Check the map again and Respect the site as the verification pass. Check the live condition, note the time checked and keep the response or document that supports the conclusion. Unknowns remain visible until resolved; they should not be replaced by a guessed price, deadline, eligibility result, service level or operating detail.

Worked example

A traveller wants sunrise footage near a temple four days after arrival. The plan fails closed unless registration, insurance and UAS approval are complete and the temple permits take-off. If one approval remains pending, the traveller keeps the drone packed and uses ground photography.

The example is a calculation or decision model, not a guarantee. Change one material input at a time, preserve the original inputs and recheck the live authority or operator page before relying on the result.

Reproduce the decision independently

Read the evidence in the order the real decision occurs. Confirm who or what is covered, isolate every date, amount, location and document, then have another person rebuild the conclusion from the saved material. A correct rule attached to the wrong person, product, property, journey or date is still a wrong answer.

Keep eligibility, cost, timing, approval and suitability in separate rows. Passing one control does not cure a failure in another. Where a transition or future change is involved, record both the current condition and the next change date, then schedule a fresh check.

Before you commit

1. Complete both regulator checks before flight.

2. Obtain specific approval or choose another site.
3. Check the site owner's separate permission.
4. Keep the drone grounded.
5. Save the date and evidence used for every material condition.
6. Stop and ask the controlling authority, operator or qualified professional if a disputed fact changes the outcome.

Put transport, opening conditions, weather exposure, payment, document needs and fallback in one timed sequence. The weakest connection controls whether the day works, even when every attraction is individually open.

Limits

Thai aviation, security and site rules can change quickly. Recheck CAAT, NBTC and the location owner immediately before travel and flight.

For an adjacent live guide, see [Thailand Tourist SIMs: Passport, Three-Number and 60-Day Rules](#). If the next decision shifts to a second practical issue, [Thailand Tourist Police App and 1155: Build an Emergency Plan Before You Go](#) provides the relevant progression without duplicating this primary intent.

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