MYANMAR WITNESS

A project by

CIR CENTRE for INFORMATION RESILIENCE

FPV DRONE ACTIVITY AT TADA-U AIRBASE

FPV DRONE ATTACK AT TADA-U AIRBASE

Myanmar Witness Verifies Five FPV Drone Sequences Near Myanmar Air Force Aircraft Hangars

30 September 2026

1 EXECUTIVE SUMMARY

Myanmar Witness has verified that first-person-view (FPV) drone footage circulated online on 10 September 2026 depicts several attacks at Tada-U Airbase, Tada-U Township, Mandalay Region.

Myanmar Witness geolocated the footage to Tada-U Airbase, rather than Mandalay International Airport, as claimed by state-owned media MRTV. Myingyan District Drone Strike Team (MDDST) released footage that Myanmar Witness analysed and identified five distinct attack sequences in the video across three locations within Tada-U Airbase. These locations included older corrugated-metal hangars, a newer six-bay membrane hangar and the apron area that is between them.

Myanmar Witness identified additional drone footage posted on social media showing a drone striking anti-drone netting before subsequently crashing in front of a six-bay membrane hangar. The footage appears to show the unedited sequence corresponding to one of the drone attack scenes included in the video released by MDDST.

In the footage analysis, Myanmar Witness observed aircraft consistent with Yak-130s visible in hangar bays at one of the affected locations. However, at the time of writing, Myanmar Witness could not verify whether the aircraft was damaged.

Shadow analysis of one attack sequence indicates that the event likely took place at approximately 14:17 local time on 10 September 2026. This assessment is also broadly consistent with the monitoring of Myanmar Air Force's (MAF) aircraft movements, which recorded no further activity at Tada-U Airbase between 14:09 and 19:44 local time that day.

Myanmar state media reported that six drones were launched towards the main airport area, and that security forces intercepted them and added that the incident itself caused no casualties or damage to the aircraft, vehicles or runways. Myanmar Witness could not verify these claims.
On 15 September 2026, the National Unity Government said several PDF units from different districts and townships conducted the operation. Myanmar Witness has not been able to verify the units' involvement.

Taken together, based on the available footage, Myanmar Witness is highly confident that FPV drone attacks were directed at military aviation infrastructure at Tada-U Airbase. However, Myanmar Witness cannot establish the full extent of any damage.

1.1 KEY FINDINGS

Tada-U Airbase, not Mandalay International Airport, was the verified location	Myanmar Witness geolocated all five distinct incident areas to Tada-U Airbase. Note that the main terminal at Mandalay International Airport is approximately three kilometres away.
Five FPV drone-attack scenes were identified	The MDDST video contains six visual scenes in its footage, but two have been identified as the same incident. Myanmar Witness therefore assessed the video to be a compilation showing five separate incident scenes
The attacks were directed toward three locations within Tada-U Airbase	One sequence shows a drone striking the northern corrugated-metal hangars, three hit the six-bay membrane hangar, and one crashed into the apron area (near individuals) between the hangars
Yak-130 aircraft was visible at the six-bay hangar	Myanmar Witness had previously identified this hangar as associated with Yak-130 aircraft (2022 report). The footage shows aircraft consistent with Yak-130s in the hangar bays, but Myanmar Witness could not verify aircraft damage from the available footage.
One attack likely occurred at approximately 14:17 local time.	Shadow analysis indicates an approximate time of 14:17 local time on

	10 September 2026. Monitoring of MAF movements supports the assessment that the attack occurred after 14:09 local time

2 MAP

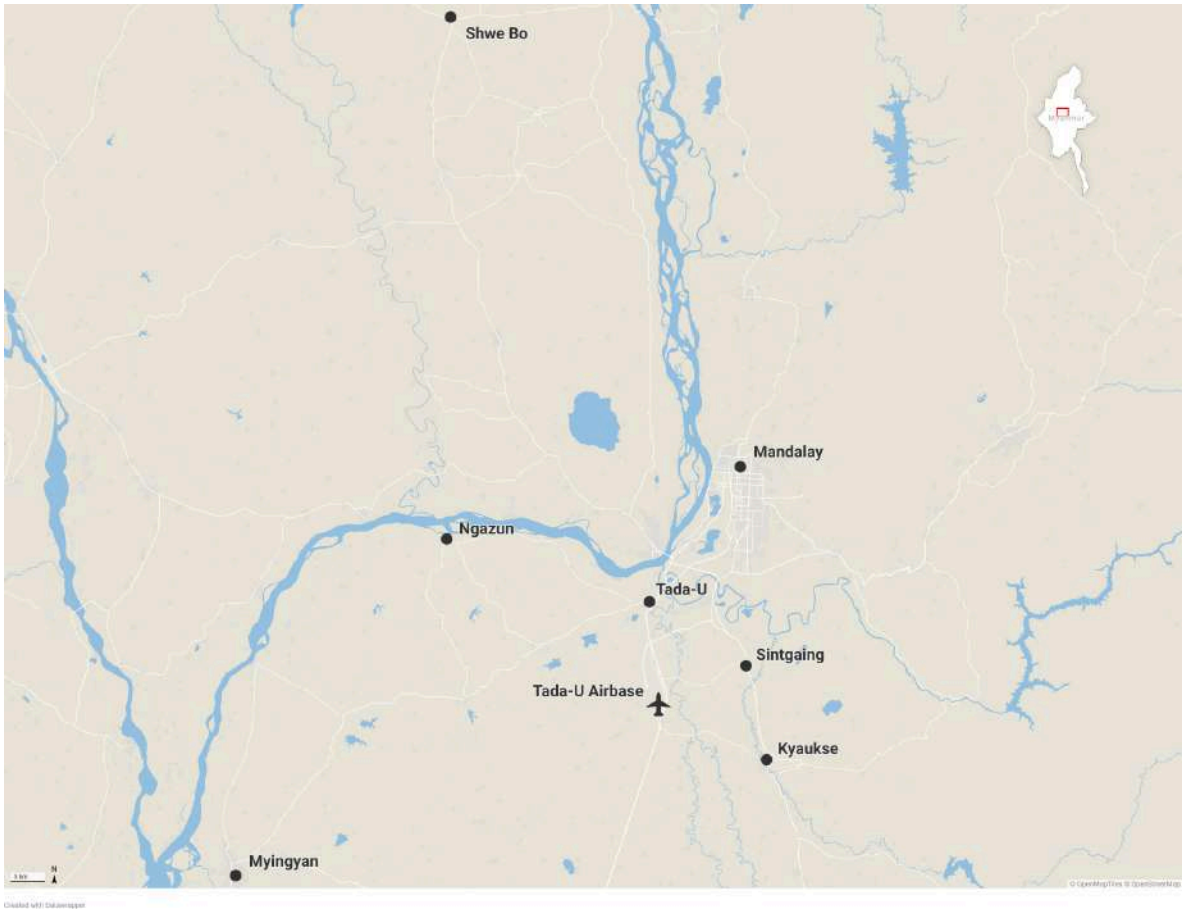


Figure 1: The Location Maps showing Tada-U Airbase and surrounding towns where, according to the [NUG's statement](), PDF units involved in the 10 September 2026 drone operation against the airbase are based. (visual created with [Datawrapper]())

3 TIMELINE

Date and Time	Event

10 September 2026	FPV drone attacks reportedly took place at Tada-U Airbase
10 September 2026 20:38 local time	Myanmar state-media MRTV reported that six drones hit 'Tada-U International Airport', and that these drones were intercepted and no damage was caused
10 September 2026 20:43 local time	Myanmar Airways International (MAI) announced that it would temporarily suspend its flights from Mandalay International Airport.
10 September 2026 21:51 local time	People's Spring media shared drone footage showing an FPV drone attack at a hangar in Tada-U Airbase.
11 September 2026 19:31 local time	Myingyan District Drone Strike Team (MDDST) published a compilation video containing footage of FPV drone attacks. From this, Myanmar Witness identified five distinct attack sequences.
12 September 2026 12:55 local time	MAI announced that flights would resume normal operations from Mandalay International Airport.
15 September 2026	The Ministry of Defence of the National Unity Government (NUG) issued a statement claiming the PDF units from multiple districts had participated in a coordinated attack 'targeting' locations where MAF aircraft were stationed.

4 VERIFICATION

4.1 LOCATION

Myanmar state media MRTV referred to the incident on 10 September 2026 as an attack on "Tada-U International Airport". However, Myanmar Witness analysed the drone footage, which depicts infrastructure located at Tada-U Airbase. This is a separate military site within the wider airfield space (figure 2).

The main terminal building of Mandalay International Airport and the hangar buildings at Tada-U Airbase are approximately three kilometres apart. Based on the footage, there is no evidence or indication that the civilian terminal, its passenger facilities or its runways at Mandalay International Airport were directly hit.



Figure 2: Google Earth Imagery showing the Mandalay International Airport and Tada-U Airbase were approximately 3KM apart in a straight line (Source: Google Earth, © 2023 CNES/Airbus)

4.2 GEOLOCATION OF ATTACK SEQUENCE FOOTAGE

Using satellite imagery of Tada-U Airbase, Myanmar Witness compared it with various features visible in the drone footage. For example, this included the shape and arrangement of the hangars, the nearby apron, and the nearby position of the six-bay membrane structure.

Myanmar Witness's analysis identified three locations within the airbase that are depicted in the drone footage (figure 3).

Location A: Two older corrugated-metal hangars, located in the north-eastern corner of Tada-U airbase.

Location B: Newer (circa 2015) frame-supported membrane structure housing six hangar bays.

Location C: The apron area connecting the northern corrugated-metal hangars and the six-bay membrane structure



Figure 3: Three screengrabs from the drone footage point to the location based on Google Earth imagery. (Source: MDDST via Telegram and Google Earth, © 2023 CNES/Airbus)

Myanmar Witness identified three apparent drone attack incidents at Location B, and one each at Locations A and C, for a total of five apparent attack incidents.

Myanmar Witness identified five distinct FPV drone attack sequences from the MDDST video. Two of the six scenes in the footage show the same incident, so Myanmar Witness treated it as one sequence.

Location A: Northern Corrugated-Metal Hangars

One attack scene shows an FPV drone navigating to two older corrugated-metal hangars in the north-eastern corner of Tada-U Airbase (figure 4). As can be observed in the footage, during the time this clip was recorded, the hangar doors were open. Moreover, a partial view of an aircraft fuselage is visible inside one of the hangars; however, Myanmar Witness could not confirm the aircraft model.

Myanmar Witness assesses that this sequence likely preceded the attack scenes carried out at Location B. In later footage of Location B, the doors of the Location A hangars appear closed. Crucially, however, the footage does not establish the precise timing of the Location A attack.



Figure 4: Screengrab of the drone footage showing the doors opened corrugated-metal hangars located in northern part of Tada-U Airbase [21.683424, 95.985772] (Source: MDDST via Telegram)

Location B: Six-Bay Membrane Hangar

Myanmar Witness observed three attack scenes at the newer-frame-supported membrane hangar, which contains six hangar bays (Figure 5).

The recorded drone footage shows three aircraft that are consistent with Yak-130 trainer aircraft, placed in the first and second hangar bays. Myanmar Witness assesses that each visible aircraft appears to carry two PTB-450 fuel drop tanks beneath its

innermost pylons. (Myanmar Witness previously identified this hangar as connected with a Yak-130 aircraft in a 2022 report)

Another key point is that the southern-facing entrances of the hangar bays are covered by what appears to be anti-drone netting. Myanmar Witness cannot determine from the footage whether the aircraft was struck or even damaged. The observed anti-drone netting, camera angle, sudden image distortion, along with a lack of clear post-impact video, prevents a reliable damage assessment.



Figure 5: [Left] A screengrab from the drone footage showing the six-membrane hangar and an aircraft in the second left bay; [Right] a screengrab from the same shot showing a closer view of two aircraft and anti-drone netting [21.682134, 95.984988] (source: MDDST via Telegram)

Two further scenes show FPV drones placed at the same six-bay membrane hangar in their recording.

In these sequences, one drone is visibly entangled and damaged in the anti-drone net. Because this feature was not visible in the earlier Location B video, it further reinforces the assessment that these sequences likely occurred after the earlier scene, but Myanmar Witness cannot confirm which of the two sequences occurred first (figure 6).



Figure 6: [left]image circulated online that shows a FPV drone stuck at the anti-drone net, [right] a drone stuck at the anti-drone net at the Hangar of Tada-U airbase (Source: [Left] Pro Military Facebook account), [Right] MDDST)

Location C: Apron Between Hangars

One sequence shows an FPV drone striking the apron area connecting the northern corrugated-metal hangars at Location A with the six-bay membrane hangar at Location B. By this point in the attack, the scene shows what appear to be the doors of the corrugated-metal hangars closed (figure 7). This could suggest that personnel responded to an earlier incident by securing the hangars, but Myanmar Witness cannot confirm this.

The video repeats the scene several times, and it appears to show several individuals present, including near a 4x4 vehicle. Myanmar Witness also observes what appears to be an aircraft being moved outside of the hangar.

Myanmar Witness assesses that this scene likely took place after the attack at Location A; however, the footage does not allow a precise determination of when it occurred relative to the Location B attacks.



Figure 7: Screengrab image from the drone footage showing the FPV targeted the apron connecting the two hangars. [21.682923, 95.985393] (Source: MDDST via Telegram)

4.3 TIMING

Shadow Analysis

To identify the approximate time of the attacks, Myanmar Witness used shadow analysis and one attack sequence at Location B. This analysis compares a structure's height with the length of its shadow to estimate the sun's position and, therefore, the likely time of day.

Myanmar Witness therefore used two reference measurements:

- Width of the hangar, measured using satellite imagery (figure 8)
- The height of the supporting column, which was estimated using previously released, less distorted footage of the same structure. (figure 9) (The drone's fisheye camera distorted the image, making standard measurement techniques potentially unreliable.)

Using these references, Myanmar Witness investigators estimated the column height at approximately 6.2 metres and its shadow length at around 4.66 metres. This resulting shadow ratio corresponds to an approximate time of 14:17 local time on 10 September 2026.

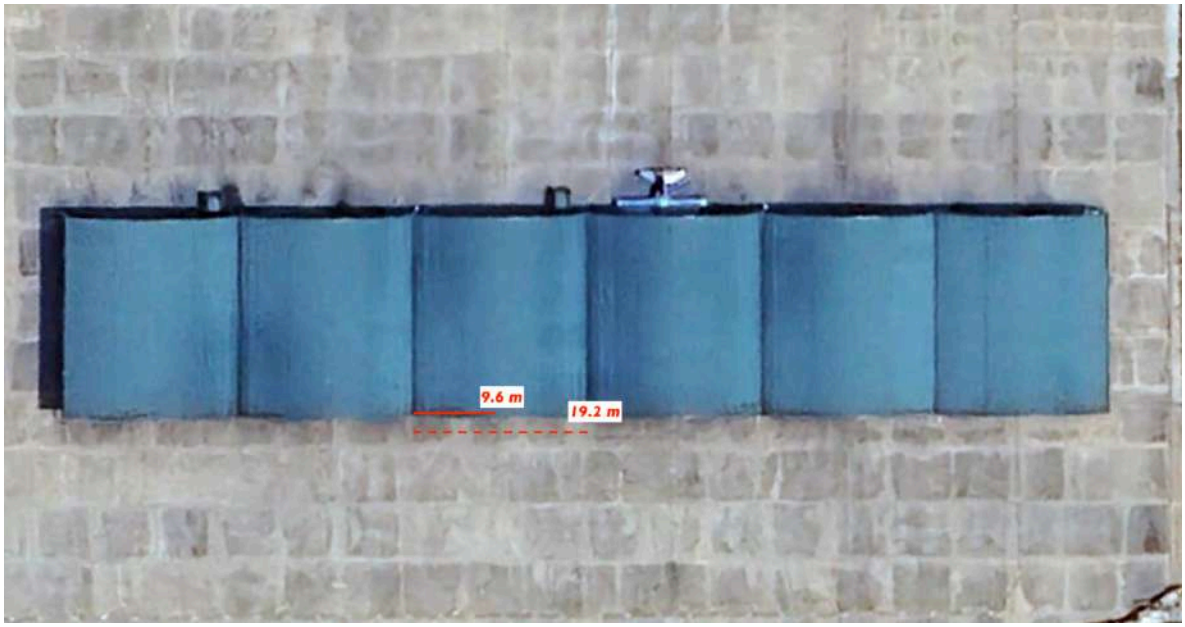


Figure 8: The measurement of the hangar using satellite imagery (Source: Google Earth, © 2023 CNES/Airbus)



Figure 9: Screengrab from a previously released Myanmar Air Force video used to measure the approximate height of the column. Source: [Myanmar Defence Channel](#) via YouTube)



Figure 10: Image from the drone footage, which was less distorted, showing measurements to the visible oil stain and, in turn, the length of the shadow (source)

Using these measurements, Myanmar Witness calculated the approximate shadow ratio and, using SunCalc, estimated that the footage was possibly filmed at 14:17 local time on 10 September 2026, and very likely within the 13:55-14:41 window (figure 11).

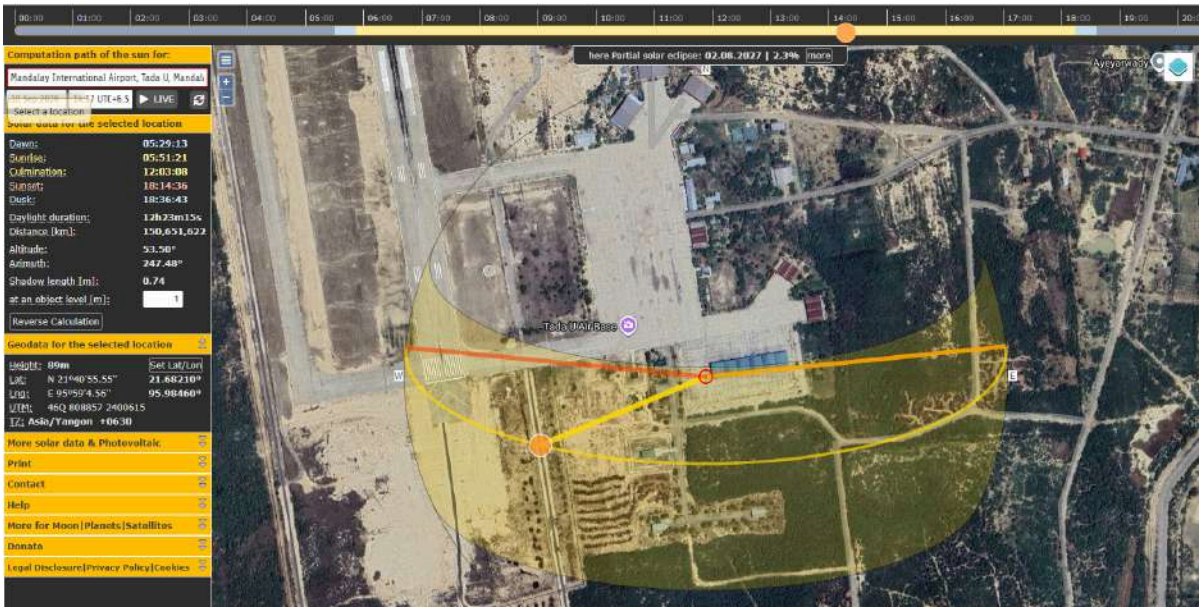


Figure 11: Shadow ratio at 14:17 local time on 10 September 2026 on SunCalc. (Source: SunCalc)

Corroborating Aircraft-Activity Evidence

A Telegram channel that monitors Myanmar Air Force (MAF) aircraft movements also indicates a similar timeframe. Waihin reported two MAF fighter jets departing Tada-U at 14:05 and 14:09 local time, with no further aircraft movements reported until 19:44 local time. This suggests the reported attack occurred after 14:09, consistent with the above computations.

Waihin published 14 additional messages relating to Tada-U Airbase earlier on 10 September 2026, and six further messages after 19:44. (These messages are not reproduced in full in the table below).

Location	Time	Message	Source
Tada-U Airbase	14:05	A Jet fighter took off from Tada-U Airbase towards the north.	Waihin
Tada-U Airbase	14:09	The second Jet fighter took off from Tada-U Airbase towards the north.	Waihin
Tada-U Airbase	19:44	A Mi-35 helicopter from Monywa (northwestern command) landed at Tada-U Airbase.	Waihin
Tada-U Airbase	19:44	A Mi-35 helicopter from Nyaung-U Airport landed at Tada-U Airbase.	Waihin

*Figure 12: **Reported Myanmar Air Force activity at Tada-U Airbase on 10 September 2026.** Waihin reported no aircraft activity at Tada-U Airbase between 14:09 and 19:44 local time. (Source: Waihin via Telegram)*

4.4 UNVERIFIED REPORTED IMPACT SITES

A pro-military Telegram account, Warlens Myanmar, shared satellite imagery with location markers for areas where FPV drones reportedly landed and exploded at Tada-U Air Base. Two of the marked locations shown in the imagery are also identified in Myanmar Witness's geolocation analysis (figure 13). The remaining four locations could not be verified due to a lack of imagery.

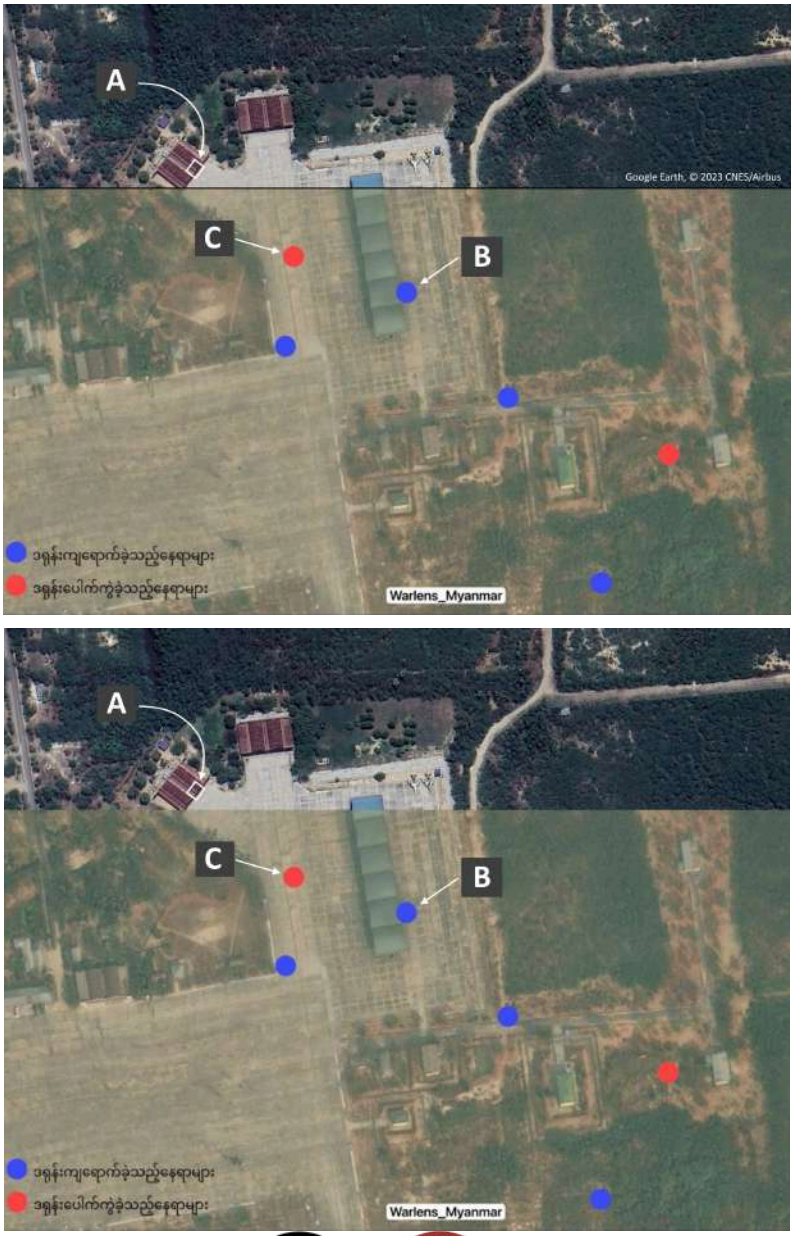


Figure 13: Satellite imagery of Tada-U Airbase with location markers; these represented the alleged locations of drone impact sites (Blue) and exploded sites (Red). (Source: Warlens Myanmar via Telegram)

4.5 ADDITIONAL FOOTAGE AND OBSERVATIONS AT LOCATION B

Myanmar Witness reviewed additional drone footage, posted by a private social media account. The footage appears to show the full unedited sequence corresponding to one of the attack scenes included in the MDDST montage video (figure 14).

The footage shows an FPV drone crashing after striking anti-drone netting in front of the six-bay membrane hangar. Myanmar Witness identified the location as the same as Location B in figure 5.

The drone clip also shows two aircraft in the same hangar bay. The final two digits of the tail number of a fighter aircraft closest to the camera are visible as "15." Based on this visible numbering and the aircraft's features, Myanmar Witness assesses that the aircraft is consistent with a Yak-130 and that its full tail number is 1815.



Figure 14: screengrab from drone footage showing two aircraft in the same hangar bay, with tail number 1815 visible on the Yak-130 close to the camera. (Source: Private)

The footage also shows what appear to be aerial bombs positioned between two adjacent hangar bays (figure 15). These munitions appear consistent with ordnance

that combat aircraft can carry and release. Myanmar Witness cannot confirm the exact munition type, quantity, or operational value from the current footage.



Figure 15: Several aerial bombs were visible in the screengrab from the drone footage (Source: Private)

These observations are consistent with Tada-U Airbase being an active military aviation facility and with its reported use in air operations. However, the footage alone does not independently establish that aircraft based at Tada-U were involved in specific airstrikes.

5 REPORTED ATTRIBUTION

On 15 September 2026, the National Unity Government (NUG) published a statement saying PDF units from several districts and townships carried out the 10 September 2026 operation. Moreover, the NUG describes the operation as coordinated and says it targeted locations where MAF aircraft were stationed.

At the time of publishing, Myanmar Witness has not verified the participation of each listed unit, the command structure or the claim insinuating that specific aircraft were targeted.

6 MYANMAR WITNESS'S ASSESSMENT

This incident appears to represent a significant example of coordinated FPV drone activity against a MAF facility. Myanmar Witness analysed the available footage, which shows multiple FPV drone sequences directed at hangars as well as an aircraft-movement area within Tada-U Airbase and a hangar previously connected to a Yak-130 aircraft.

The visual evidence suggests a coordinated operation involving multiple attack sequences at the related locations within the military airbase. The incident itself represents a potentially significant development given the strategic role of the MAF fleet, as repairing or replacing parts of or entire aircraft would be a complicated, expensive, time-consuming effort and would eventually deprive the military of a first-line asset it regularly employs in combat, such as the Yak-130, for an indefinite period. However, Myanmar Witness could not verify whether any aircraft were damaged in the attacks and therefore cannot assess the incident's overall operational impact.

The footage indicates that passive counter-drone measures, including the observed anti-drone netting, were in place at the six-bay hangar to protect one of its most valuable strategic military assets. The FPV UAVs which have been deployed for this attack – based on what UGC Myanmar Witness has been able to collect at this point – appear to be consistent with the conventional quadcopter drone carrying an RPG-type payload. Myanmar Witness could not, however, confirm the exact model or launch locations.

The lack of explosions in the videos and the absence of identifiable burn scars in the satellite imagery reviewed by Myanmar Witness means that the investigation cannot confirm whether the attacks achieved their apparent objective. However, this does not demonstrate that the attacks caused no damage, simply that the available material is insufficient to assess the full extent of any damage.

This specific incident underscores the potential vulnerability of fixed military aviation infrastructure to evolving FPV drone tactics. While the available footage does not permit a full assessment of the effectiveness of the protective measures in place, the presence of several drones near the six-bay hangar strongly indicates that the anti-drone netting did not prevent all drones from reaching the target area.

7 ANNEX A

SHADOW ANALYSIS METHODOLOGY

Purpose and Limitations

Myanmar Witness used shadow analysis to estimate the likely time at which one attack sequence at Location B was recorded. The method compares an object's height with the length of the shadow it casts to estimate the sun's position and, therefore as a result the likely time of day.

The FPV footage was originally recorded using a fisheye lens, which can distort distances, angles and proportions. Therefore, direct measurement of the column height or shadow length from the distorted footage alone would be unreliable. To reduce this limitation, Myanmar Witness used reference measurements from satellite imagery and less distorted footage of the same structure.

Hangar Width Assessment

Using the hangar width measured in Figure 8, Myanmar Witness investigators converted the pixel measurements from the drone and reference footage into metres. The estimated column height of 6.22 metres and shadow length of 4.66 metres produced a shadow ratio of approximately 0.75. This corresponds to an estimated recording time of 14:17 local time, with a likely window of 13:55–14:41, as shown in Figure 11.

Shadow length

The footage most clearly showing the shadow was significantly distorted. To improve reliability, Myanmar Witness identified a nearby oil stain that appeared across multiple videos (figure 17). The end point of the shadow was first identified relative to the oil stain in the distorted footage. Investigators then located the same reference point in clearer footage, allowing the distance between the structure and the oil stain—and therefore the shadow length—to be estimated.

Calculation

The resulting measurements, including the estimated range of uncertainty, are presented below.

Measurement	Value

Hangar Column Height	6.22 metres (± 36cm)
Length of Shadow	4.66 metres (± 58cm)

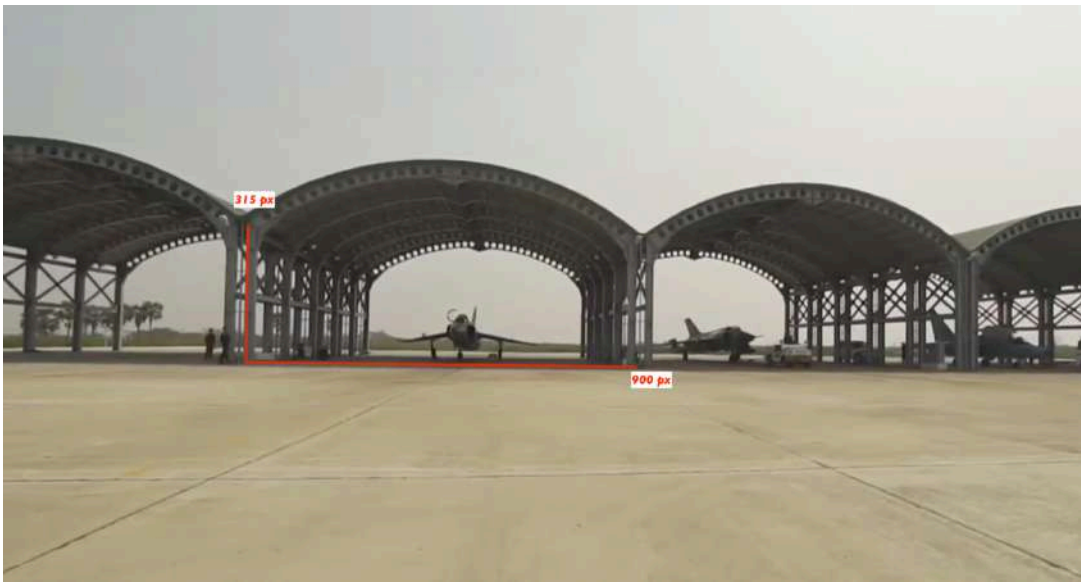


Figure 16: Previously released footage of Tada-U Airbase used as an additional reference for the column-height measurement. (Source: WOLF SVR via YouTube)



Figure 17: Image from the drone footage showing the length of shadows in relation to the visibly darker oil stain. This footage is significantly distorted, making direct measurements challenging.