AIRPORT EXIT

# Muscat International Airport (MCT)

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## THE ANSWER

**The airport's own transport page lists Mwasalat public buses from the bus station on the ground floor outside the terminal - route A1 threads Al Mabelah-Airport-Ruwi bus station, roughly 45 minutes to the capital's hub for a fare around OMR 1.000.**

Muscat has no metro or train yet (the planned 55 km Sultan Haitham City-Ruwi line via the airport is still on the drawing board), so the A1 bus is the only fare-cheap way in and it runs day and night.
Tight budget? A1 to Ruwi at about OMR 1.000 (Mwasalat has been running a 50%-off promo on A1 airport service) - then short hops on city lines at 300-500 baisa. With luggage or going to Muttrah/Qurum? Licensed orange-white taxis queue outside arrivals; the meter is mandatory and a city-centre ride lands near OMR 9-10.

## EVERY WAY OUT — REAL PRICES

**Mwasalat bus A1 - Al Mabelah-Airport-Ruwi *BEST FOR MOST*** **OMR 1.000 single (operator promo listed A1 at 50% off OMR 0.500)**
The airport's official to-from page: Mwasalat buses depart from the bus station on the ground floor outside the terminal building. A1 links Al Mabelah bus station, the airport (new terminal stop), Burj Al Sahwa, City Centre and Ruwi bus station in about 45 minutes, at roughly 30-minute frequency. Pay on the bus - carry OMR cash; live timetables via the Mwasalat app/site. Ruwi is the hub: change for Muttrah (line 4) or Al Khuwair.

**Licensed metered taxi (airport taxi office)** **metered - city centre typically OMR 8-11**
The Oman Airport taxi office sits in the public arrivals hall; cars wait at the taxi area just outside the main terminal. The airport page states drivers are required to use taximeters. Orange-and-white cars; Ruwi/Muttrah is 25-32 km of highway, 30-45 min depending on traffic. Airport-origin rides carry an empty-return premium over same-length city trips.

**OTaxi / ride-hailing apps** **upfront fare shown in app**
One of the two licensed airport taxi operators runs the OTaxi app, which quotes the price before the ride and tracks the car - useful to sanity-check the rank queue. Uber/Careem-style apps exist in Muscat at taxi-like prices; availability varies by hour.

**Hotel courtesy shuttle** **usually free for guests**
The airport page: many hotels and tour operators stage representatives in the arrivals lounge and run private buses to their properties - pre-arrange before you fly. For four-star strip hotels on the Seeb/Bayt al Falaj road this often beats both taxi and bus.

**Rental cars** **quoted at desk**
All rental offices are in the arrivals public hall and open 24 hours (airport page). The default if you're heading to Nizwa, Sur or Jebel Shams - intercity buses exist but run few daily departures from Burj Al Sahwa.

## THE TRAPS — WALK PAST THESE

**The forecourt is not a waiting room - OMR 2.100 per 10 min after the free 10**
Published airport tariffs: pick-up/drop-off vehicles wait free for 10 minutes outside the departure terminal, then it's OMR 2.100 for every further 10 minutes (short-term car park: OMR 0.600 up to 30 min, OMR 1.100 to 1 hr). A friend circling while you clear immigration racks up a fine-sized bill. **Do this:** tell pick-ups to park in the short-term lot (OMR 0.600 first half-hour) and only edge the forecourt when you're through customs

**'Old Terminal' on timetables - that's the low-cost shed, not where your flight lands**
Everything moved to the new 580,000 m2 terminal on 20 March 2019; the revamped old building handles low-cost carriers. Moovit and older guides still show an 'Old Terminal' bus stop - if your airline is a mainline carrier, the A1 airport stop is at the new terminal, and vice versa. **Do this:** match your terminal (new vs LCC/old) against your boarding pass before walking to the bus stop

**Cash on the bus, rials on the meter - no card, no exceptions culture**
A1 tickets are bought on the bus in Omani Rials; guides report small notes or exact fare, and the Mwasalat app's ticket sales have a mixed record. Many taxi drivers will take a card but the airport's own parking machines state OMR cash only - the same cash-first logic applies at the kerb. **Do this:** withdraw or exchange a few OMR notes at the arrivals ATMs before the bus stop

**No rail link exists yet - 'Muscat Metro' news is a plan, not a ride**
Headlines about a 55 km metro through the airport (Sultan Haitham City-Ruwi, ~42 stations, French MoU signed) are real - but it is future infrastructure. A guide or blog telling you to 'take the metro to Ruwi' is describing a construction project, not today's transport. **Do this:** budget road time: bus or taxi, 30-50 minutes, no train option

## KNOW BEFORE YOU WALK

- Ruwi bus station is the connecting hub: line 4 goes on to Muttrah/Old Muscat, line 8/re-entries cover Al Khuwair ministries district - plan the second leg before boarding A1.
- A1 runs through the night per published schedules, so a 02:00 landing still has a bus-grade option besides taxis.
- Intercity buses (Nizwa, Sohar) leave from Burj Al Sahwa roundabout area - a short A1 hop from the airport, not the airport stand itself.
- Parking to drop someone off: 0-30 min OMR 0.600, 30-60 min OMR 1.100, a full 12-24h day OMR 25.200 (all VAT-inclusive, per the airport tariff table).
- Long-stay park is about OMR 1.000/day on the published rate card - far cheaper than city parking for a week's trip.

Fares verified October 2026 against Muscat Airport's official to-from page (muscatairport.co.om: Mwasalat buses at ground-floor bus station, mandatory taximeters, taxi office in arrivals, forecourt 10 min free then OMR 2.100/10 min, published parking tariffs, 24h rental desks) and Mwasalat's route list (nfc.mwasalat.om: A1 Al Mabelah-Airport-Ruwi, plus the operator's own 'Route A1 airport service 50% off' promo). The A1 single fare of OMR 1.000 (OMR 0.500 on promo) is the figure reported across current travel sources; Mwasalat's fare table page was offline during this verification, so the bus fare is stated as approximate. Taxi city totals (OMR 8-11) are typical-meter estimates, not a published official fare - the airport publishes no fare table figures at the time of writing.
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