Oman Transport Safety Bureau (OTSB)

Preliminary Report

A Rejected Take-off for Air India Express Boeing, B737-800 NG

OTSB Case File No: AIFN-0002/05/2026

Name of The Operator: Air India Express
Make and Model of The Aircraft: Boeing, B737-800NG
Nationality and Registration Marks: India – VT-AXR
Location of the Occurrence: Muscat International Airport (OOMS), 23°35′55″N, 58°17′28″E
State of Occurrence: Sultanate of Oman
Date and Time of Occurrence: 15th May 2026, 17:30 UTC

Purpose of the Investigation

The investigation was conducted by the Air Accident Investigation Section of the Oman Transport Safety Bureau (OTSB) pursuant to Civil Aviation Law 76/2019 Chapter 10, and in compliance with the Civil Aviation Regulation CAR-13.011 - Aircraft Accident & Incident Investigation & Reporting Procedures. The investigation was in conformance with the standards and recommended practices in Annex 13 - Aircraft Accident and Incident Investigation to the Convention on International Civil Aviation Organization (ICAO).

The sole objective of the investigation of an accident and incident is to prevent future aircraft accidents and incidents and not to apportion blame or liability.

Oman Transport Safety Bureau issue the Preliminary Report in accordance with the national and international standards and industry best practice.

The Preliminary Report will be publicly available at:

http://www.mtcit.gov.om

Oman Transport Safety Bureau

Ministry of Transport Communications and Information Technology

The Sultanate of Oman

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Abbreviation	Description
°	Degree
AAI	Air Accident Investigation
AAIB	Aircraft Accident Investigation Bureau
AMSL	Above Mean Sea Level
AOC	Air Operator Certificate
ATCO	Air Traffic Control Officer
ATC	Air Traffic Control
ATIS	Automatic terminal information service
ATPL	Airline Transport Pilot License
CAA	Civil Aviation Authority
CAL	Civil Aviation Law
CL	Center Line
CPL	Commercial Pilot Licence
FT	Feet
ICAO	International Civil Aviation Organization
IIC	Investigator-in-Charge
KTS	Knots
LPC	License Proficiency Check
LT	Local Time
NTSB	National Transportation Safety Board
OPC	Operator Proficiency Check
OTSB	Oman Transport Safety Bureau
PF	Pilot Flying
PM	Pilot Monitoring
RFFS	Rescue and Fire Fighting Services
RTO	Reject Take-Off
RWY	Runway
SOP	Standard Operating Procedures
TBA	To Be Advised
TKOF	Take-Off
TWR	Aerodrome control tower
TWY	Taxiway
UTC	Universal Time Coordinate
VLD	Valid only with correction for defective distant vision

Synopsis

On 15th May 2026, at the time 22:03 PM local time (LT), Oman Transport Safety Bureau (OTSB) was notified of the Serious Incident by Oman Airports through the Informa Cast notification system on (OTSB email) regarding aircraft AXB712. Subsequently the reports about the serious incident were received from Oman Airports on 16th May 2026 at time 04:44 AM LT. The serious incident occurred on 15th May 2026 17:30 UTC at Muscat International Airport (OOMS).

Upon aircraft AXB712 entering Runway 26L for take-off, the aircraft commenced the take-off (TKOF) roll while aligned with the RWY right edge lights along the right RWY 26L shoulder area from E7 up to its final stopping position abeam E5.

During TKOF roll, the aircraft struck some of the RWY right edge lights and some of the Taxi Way (TWY) lights then a loud bang sound was heard by the flight crew followed by a Master Caution indication along with electrical (ELEC) indication. Then the flight crew initiated a Rejected Take-Off (RTO) at around 70 knots within the limits of the operators Standard Operating Procedures (SOP). The aircraft sustained damage on the right-side landing gear tires, right nose wheel tire, both engines, in addition to hydraulic leak and on the right-hand flap some electrical wires chaffed on the right-wing area. After the aircraft came to a complete stop, the passengers disembarked the aircraft safely and no injuries were reported.

Following the review of the occurrence, the OTSB classified the occurrence as a Serious Incident and the Director of OTSB appointed investigator in charge (IIC) and investigation team to institute and conduct investigation. The following parties were notified:

- State of Design and Manufacturer, Boeing, B737-800 NG National Transportation Safety Board (NTSB), United State of America
- International Civil Aviation Organization (ICAO)
- State of Operator, and Registry, Aircraft Accident Investigation Bureau (AAIB), India
- Civil Aviation Authority (CAA) - Sultanate of Oman

An investigation team was appointed and investigation was conducted in conformance with the ICAO Annex13, CAR 13 and OTSB Investigation procedures. The Sultanate of Oman is the State of Occurrence. The following parties were involved in the investigation through their appointed accredited representatives and advisers:

- State of Design and Manufacturer, Boeing, B737-800 NG National Transportation Safety Board (NTSB), United State of America
- State of Operator and Registry, Air Accident Investigation Bureau (AAIB), India

The Preliminary Report issued on and it will be made public at the below link:

Unless otherwise mentioned, all times in this report are UTC. Local Time in The Sultanate of Oman is UTC plus +4 hours. Photos and figures used in this report were obtained from Oman Airports (OA), Air India Express and DGMET and were adjusted from the original for the sole purpose of improving the clarity of the report. Modifications to images used in this Report are limited to cropping, magnification, file compression, or enhancement of colour, brightness, contrast or insertion of text boxes, arrows or lines.

1 FACTUAL INFORMATION

1.1 History of Flight

1.1.1 On the 15th May 2026 at 15:42 aircraft AXB711 with registration marks VT-AXR, a Boeing, B737-800 NG landed OOMS RWY08L Cat 2 RWY with Center Line (CL) marking lights followed by a short taxi to the stand 304 for a quick turn around back to Kannur International Airport (VOKN), India.

1.1.2 At the parking stand the aircraft operational and technical staff carried out the required turn around checks, refueling and the passengers handling in preparation for the next flight to VOKN.

1.1.3 At 16:57:29, the flight crew of AXB712 with registration marks VT-AXR, a Boeing, B737-800 NG called Delivery ATCO for startup clearance to destination with 158 Personal on Board (POB) and copied Automatic terminal information service (ATIS) information Echo. The ATCO replied clear to destination via Flight Plan route Tango 502 MUSRU Papa 574 RWY in use 08R Sierra 08R departure and squawk 4730.The flight crew read back the clearance correctly and they advised that they are unable RNAV due equipment. The ATCO gave them another clearance initially RWY heading 3000 Feet (FT) and the flight crew readback the clearance. Furthermore, the ATCO instructed the flight crew to contact Tower frequency 118.4 Megahertz (MHz) for pushback and start-up and the flight crew readback accordingly.

1.1.4 At 17:00:45, the flight crew of AXB712 called Delivery ATCO again and corrected number of POB from 158 to 197, the ATCO acknowledged. Also, the ATCO instructed the flight crew of AXB712 to contact Ground ATCO on frequency 127.875 (MHz).

1.1.5 At 17:05:21, the flight crew of AXB712 contacted Ground ATCO requesting pushback and start-up clearance from stand 304. ATCO approved the start-up and pushback to face east on TWY T and the flight crew of ABX712 read back correctly.

1.1.5 At 17:11:53, the flight crew of AXB712 contacted Ground ATCO requesting taxi. The ATCO replied to taxi via TWY Uniform Delta Victor Romeo and to amend the clearance from S08R departure to S26L. The flight crew confirmed in the readback to use departure S26L and to follow the taxi instructions as indicated on the charts of Figure 1.

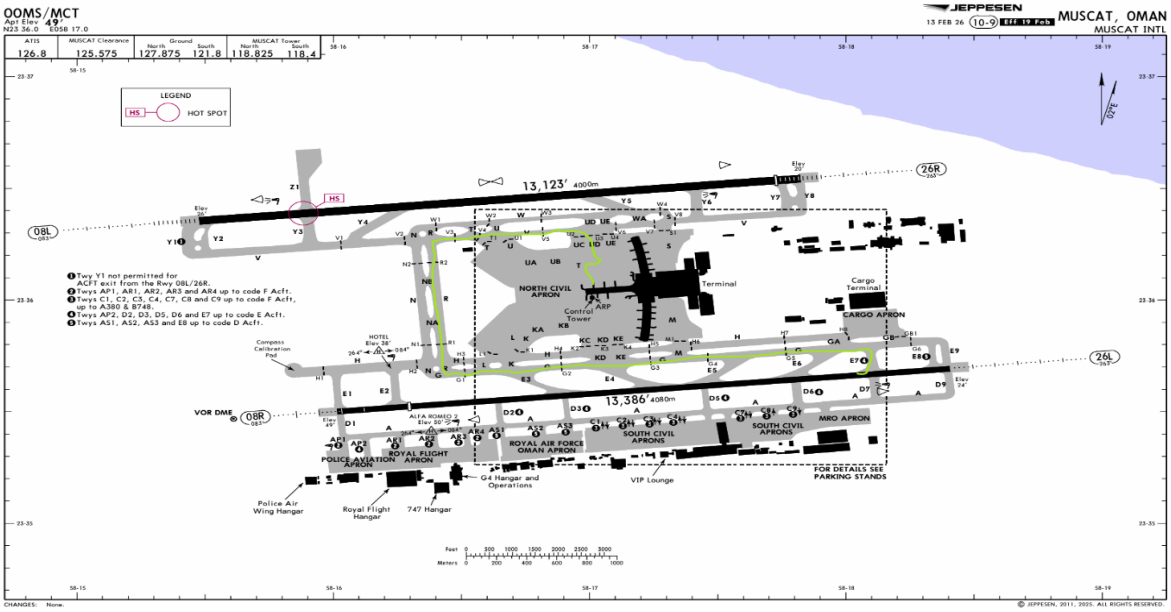

Figure 1: taxi bath of the AXB712

1.1.6 At 17:13:15 the flight crew of AXB712 called Ground ATCO to verify the runway in use is 26L and the ATCO replied correct. At 17:20:01, Ground ATCO transferred the flight crew of AXB712 to Tower controller (TWR ATCO) frequency 118.4MHz.

1.1.7 At 17:20:25, the flight crew of AXB712 established contact with TWR ATCO on 118.4MHz. TWR ATCO advised the flight crew to taxi through TWY Romeo, Golf and then for RWY 26L. The flight crew read back the clearance as instructed by TWR ATCO.

1.1.8 According to Notice for Airmen (NOTAM) No. A0287/26 published by Aeronautical Information Management (AIM) in MCT for OOMS International Airport from "2605120400 to 2606100400 landing and take off limited to following runway only: RWY 08L/26R: FROM 0400 TO 1600 UTC RWY 08R/26L: FROM 1600 TO 0400 UTC." The initial RWY in use was 08R and due to the wind the RWY was changed to RWY 26L.

1.1.9 The Jeppesen chart below in Fig (2) indicate no CL lighting available for RWY 26L.

OOMS/MCT JEPPESEN MUSCAT, OMAN
13 FEB 26 (10-9A) Eff 19 Feb MUSCAT INTL

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08L	HIRL (60m) CL (15m) ❶ HIALS TDZ REIL PAPI-L (angle 3.0°, MEHT 65') HSTIL	OFZ RVR		12,029' 3666m	❷	197' 60m
26R	HIRL (60m) CL (15m) ❶ HIALS TDZ REIL PAPI-L (angle 3.0°, MEHT 66') HSTIL	OFZ RVR	12,598' 3840m	11,504' 3506m		

❶ length 900m

❷ TAKE-OFF RUN AVAILABLE
RWY 08L: From rwy head 13,123' (4000m)
twy Y3 int 10,866' (3312m)
RWY 26R: From rwy head 13,123' (4000m)
twy Y6 int 10,846' (3306m)

08R 26L	HIRL (60m) ❶ HIALS REIL PAPI-L(angle 3.0°, MEHT 17') HSTIL	OFZ	11,811'3600m	10,715' 3266m 12,292' 3747m	❸	148' 45m

❸ TAKE-OFF RUN AVAILABLE
RWY 08R: From rwy head 13,386' (4080m)
twy E2 int 12,106' (3690m)
twy D2 int 10,302' (3140m)
twy D3 int 8425' (2568m)
RWY 26L: From rwy head 13,386' (4080m)
twy E8 int 13,074' (3985m)
twy E7 int 11,762' (3585m)
twy D7 int 11,762' (3585m)
twy D6 int 10,069' (3069m)
twy D5 int 8054' (2455m)

Figure 2: Jeppesen information charts for RWY26L

1.1.10 At 17:23:50, the flight crew of AXB712 reported to TWR ATCO that they were able to depart from TWY E7 and was approved by TWR ATCO.

1.1.11 At 17:25:33, TWR ATCO asked the flight crew of Fly Dubai- FDB7WA, which was ahead of AXB712, if they were ready to depart from TWY E9 and the flight crew replied ……. At 17:26:53, TWR ATCO asked the flight crew of AXB712 if they were able to depart after the traffic Fly Dubai (FDB7WA) departing from TWY E9 and the flight crew confirmed able.

1.1.12 The flight crew of AXB712 was then given clearance by the TWR ATCO to line up and wait behind the departing aircraft FDB7WA from E7 taxiway and the flight crew of AXB712 readback accordingly.

1.1.13 At 17:28:38, the flight crew of FDB7WA departed and at 17:29:26, the TWR ATCO cleared the flight crew of AXB712 for TKOF and the flight crew of AXB712 readback the clearance accordingly.

1.1.14 Upon entering RWY 26L for TKOF, the aircraft commenced the TKOF roll while aligned with the RWY edge markings rather than the RWY CL as indicated in Figure 3 below.

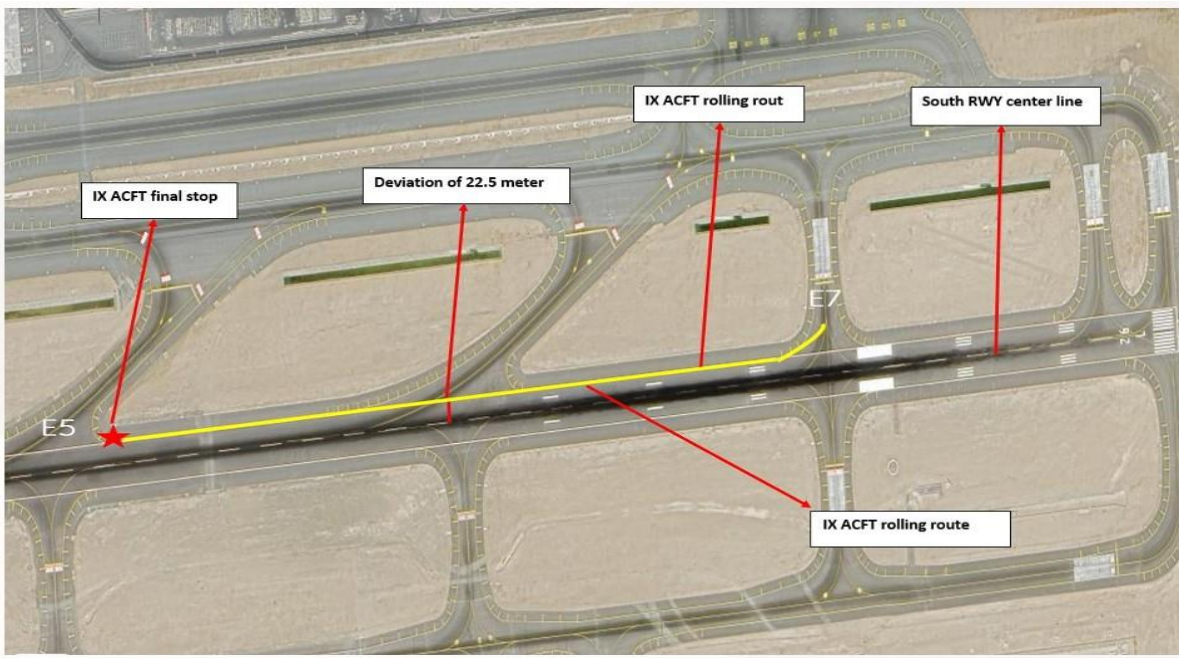

Figure 3 showing the layout of OOMS RWY26L and the aircraft TKOF path (Source OA)

1.1.15 During TKOF roll and shortly into the roll at 70 knots, loud bang sound was heard by the flight crew following a master caution indication along with ELEC indication. The aircraft AXB712 became difficult to control and started steering to the right according to the flight crew statement.

1.1.16 RTO maneuver was carried out by the flight crew of AXB712 after announcing the reject call following the track marks showed in Figure 4 below. As the aircraft commenced TKOF along the RWY shoulder area from TWY E7 up to its final stopping position abeam TWY E5, the aircraft struck some of the runway RWY right edge lights as indicated in Figure 4 below.

Figure 4: shows the tier marks on the right side of RWY26L (Source OA)

1.1.17 At 17:30:24, the flight crew of AXB712 contacted TWR ATCO and reported RTO at the RWY and TWR ATCO asked if there is any assistance required, and the flight crew replied negative assistance required, TWR ATCO replied to vacate at E4 then right on TWY G and asked the

flight crew of AXB712 to confirm if they wanted to depart again. The flight crew of AXB712 responded that they were still assessing the situation.

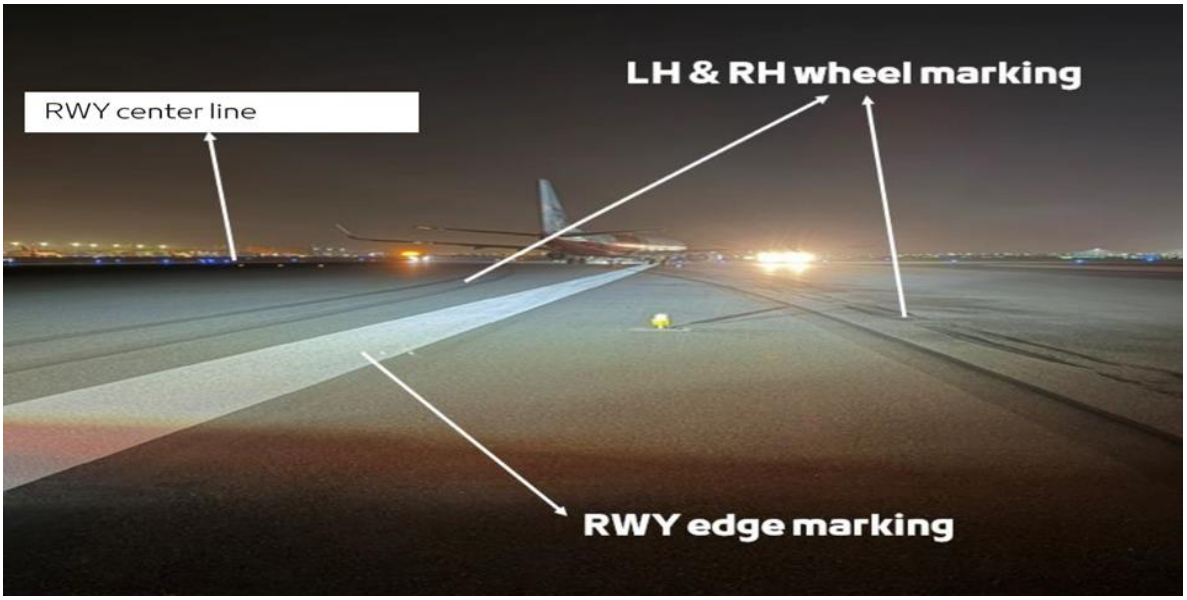

Figure 5 showing the final stop of AXB712 after RTO (Source OA)

1.1.18 After the RTO procedure, flight crew noticed the left thrust reverser failed to stow. The amber reverser light remained illuminated.

1.1.19 After assessing the situation, the flight crew observed hydraulic system A low pressure lights illuminated, hydraulic quantity A indicated zero, right source off light illuminated.

1.1.20 At 17:33:17, the flight crew of AXB712 requested from TWR ATCO for a tow truck assistance as they were unable to taxi out due to reverse is open and subsequently TWR ATCO informed OA Operations (OPS).

1.1.21 At 17:36:56, Airports Checker informed TWR ATCO that some RWY edge lights were found broken and the ATCO acknowledged.

1.1.22 At 17:40:28, – Tower ATCO contacted the flight crew of AXB712 and requested full details regarding the reason for the RTO. The flight crew of AXB712 responded that the MASTER caution light was illuminated and loud sound was heard. TWR ATCO informed the flight crew of AXB712 of the broken edge light and the flight crew acknowledged.

1.1.23 At 17:57:25, Airports Checker informed TWR ATCO that the aircraft AXB712 right undercarriage was affected and the TWR ATCO acknowledged. Then TWR ATCO relayed the message to the flight crew of AXB712 that they had a flat tyre and Aircraft Maintenance Engineer (AME) will assist them and the flight crew acknowledged.

1.1.24 At 18:01:43, Rescue and Fire Fighting Services (RFFS) informed TWR ATCO to activate emergency Code 7, ATCO responded accordingly and activated CODE 7. At18:03:50, TWR ATCO instructed the flight crew of AXB712 to switch off aircraft head lights as per RFFS request and the flight crew complied accordingly. At 18:05, The RFFS Chief instructed fire crew of AXB712 to deploy 2 delivery hoses and monitor on standby mode and the flight crew complied accordingly.

1.1.25 At 18:20, RFFS chief requested CO-buses for passenger's disembarkation was done and completed safely and TWR ATCO was informed accordingly. At 18:25, the RFFS downgraded RWY26L to Cat 8. At 19:09, Code 7 was closed and TWR ATCO was informed and acknowledged accordingly.

1.1.26 At 03:28, Passengers luggage were unloaded and the aircraft AXB712 was towed to apron C2 stand 4.

1.2 Injuries to Persons

1.2.1 Injuries.

Injuries	Pilot	Crew	Pass.	Total on Board	Other
Fatal	-	-	-	-	-
Serious	-	-	-	-	-
Minor	-	-	-	-	-
None	2	4	185	191	-
Total	**2**	**4**	**185**	**191**	**-**

Note: Other means people on the ground.

1.3 Damage to Aircraft

1.3.1 The aircraft sustained damage to the right-side landing gear tires, right nose wheel tyre, both engines, in addition to a hydraulic leak and flap damage as shown in figure 6, 7and 8 below.

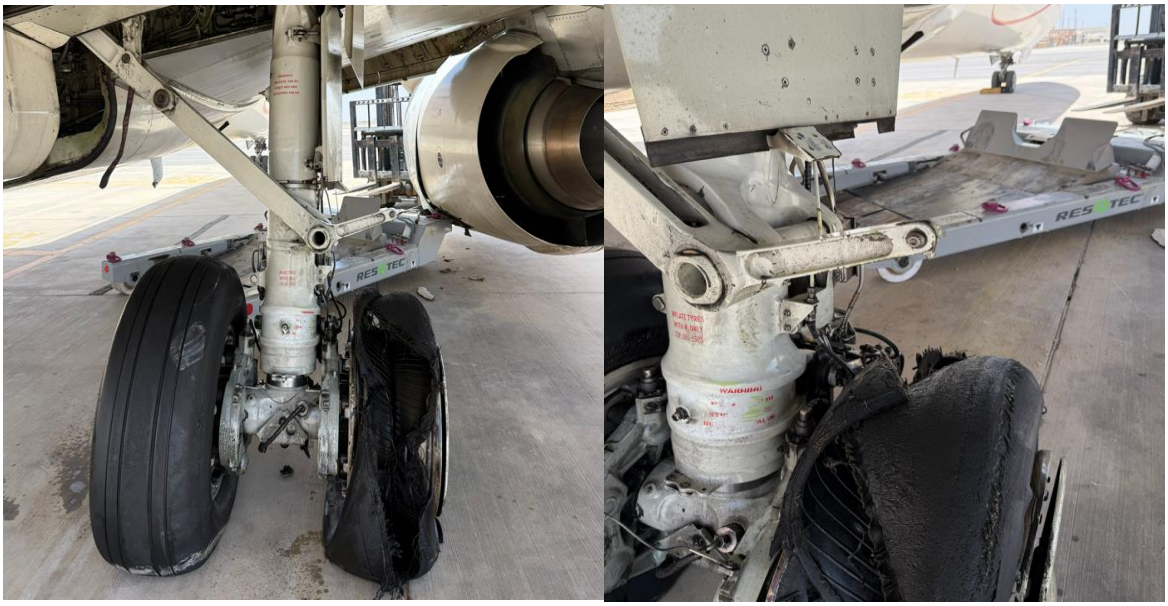

Figure 6 : Shows the main right landing gear tires burst

Figure 7: Shows the hydraulic leak due to tire burst and flap damage.

Figure 8: Shows the damage in engine No.2.

1.4 Other Damage

1.4.1 During the occurrence, six RWY edge lights on the right side of RWY 26L were damaged after being struck by the aircraft main wheel tire during the take-off roll as shown in figure 9 below.

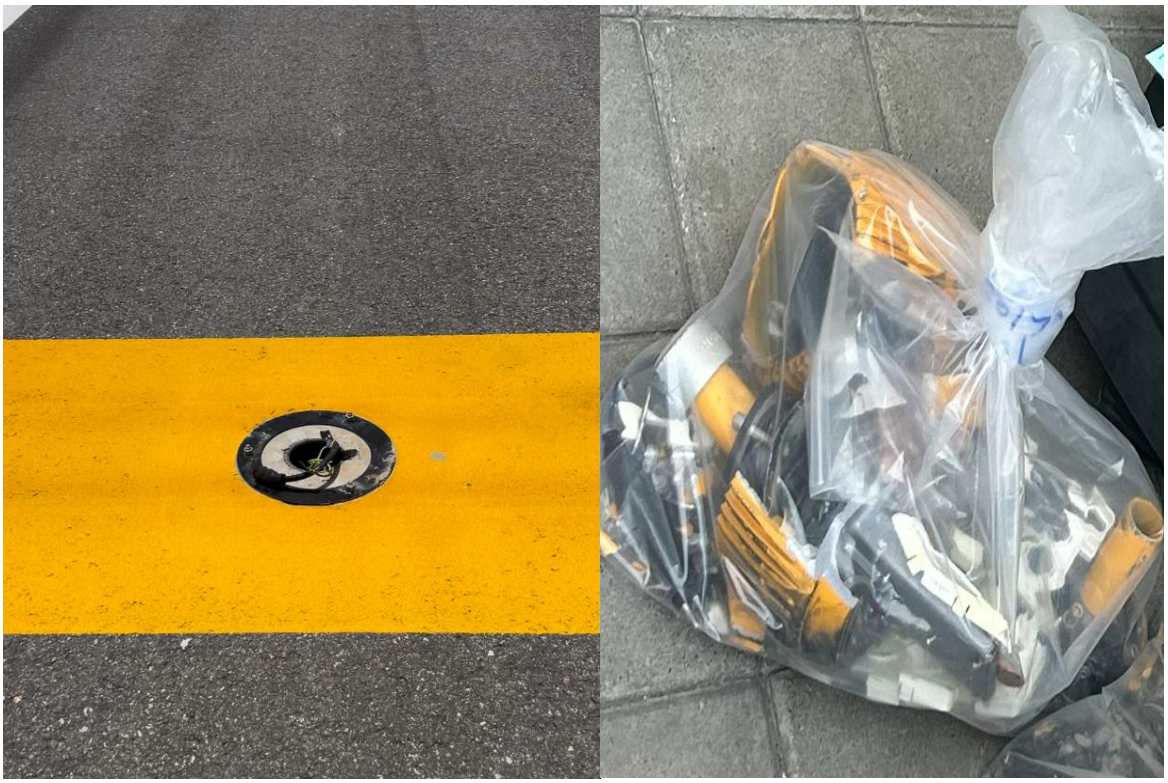

Figure 9: Shows the damaged edge lights on the right side of RWY 26L struck by the aircraft wheels.

1.5 Personnel Information

1.5.1 Pilot-in-command (PIC)

Nationality	Indonesian		
Medical Validity	2th November 2026	Licence Type	ATPL
Licence Validity	31st January 2027	Type Endorsed	B737 NG/MAX
Ratings	F-28, DC-9, B737		
English Language Proficiency	Level		Level 5
	Issue Date		17th July 2023
	Expiry Date		17th July 2029
LPC Issue Date	27th Jan 2026	OPC Issue Date	27th Jan 2026
LPC Expiry Date	26th Jan 2027	OPC Expiry Date	26th July 2026
Restrictions	Advised to wear corrective glasses while exercising the privileges of license/rating and always to carry a spare set of spectacles while on duty.		

Flying Experience:

Total Hours	19831.05
Total Flying Hours on Type	13495.05
Total Flying Hours as PIC	15208.18
Total Past 24 Hours	03.18
Total Past 7 Days	03.18
Total Past 30 Days	36.29
Total Past 90 Days	67.44

1.5.2 First officer (FO)

Nationality	Indian		
Medical Validity	04th June 2026	Licence type	CPL
Licence Validity	27th June 2026	Type Endorsed	B737 300-900
Ratings	B737 300-900, C-172, BE 55/58		
English Language Proficiency	Level	Level 4	
	Issue Date	10th November 2023	
	Expiry Date	06th November 2026	
LPC Issue Date	TBA	OPC Issue Date	TBA
LPC Expiry Date	TBA	OPC Expiry Date	TBA
Restrictions	Advised to wear corrective glasses while exercising the privileges of license/rating and always to carry a spare set of spectacles while on duty.		

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Flying Experience:

Total Hours	920
Total Flying Hours on Type	705
Total Flying Hours as FO	705
Total Past 24 Hours	Nil
Total Past 7 Days	Nil
Total Past 30 Days	36.12
Total Past 90 Days	76.35

1.5.3 Air Traffic Controller (TWR ATCO) (When relevant to the occurrence)

Nationality	Omani		
Medical valid	24th October 2026	Licence type	Air Traffic Controller
Licence valid	31st March 2029	Type endorsed	Yes
English Language Proficiency (ELP)		Level	5
		Expiry Date	2nd March 2030
Ratings	ADC		
Restrictions	VML, SIC		

1.5.3.1 The TWR ATCO renewal of the licence was conducted on 29th April 2024.

1.5.3.2 The TWR ATCO was issued with Level 5 – Operational in the Test of English for Aeronautical Communication. The test was conducted on 03rd March 2024.

1.5.3.3 The TWR ATCO medical assessment was conducted on 12th October 2025 and was issued on 21st October 2025 due to the TWR ATCO medical condition. The TWR ATCO was issued a Class three (3) medical certificate.

1.6 Aircraft Information

1.6.1 **Airframe:** Boeing 737-800 MSN 36330 was manufactured in 2007 and delivered to Air India Express on 16th July 2007. The aircraft is powered by two CFM56-7B27 engines and remains in active commercial service.

Manufacturer/Model	Boeing/B737-800 NG	
Serial Number	36330	
Year of Manufacture	2007	
Total Airframe Hours (At Time of Serious Incidents)	65714:02	
Last Inspection (Date & Hours)	14th May 2026	65694:51
Last Inspection Airframe Cycles (CSN)	21560	
Airframe Hours Since Last Inspection	21560	
Hours Since Last Inspection	19.11	
Type of inspection preformed	Weekly Inspection	
CRS Issue Date	14th May 2026	
C of A (Issue Date & Expiry Date)	7th July 2025	12th July 2026
C of R (Issue Date)	10th March 2025	
Operating Category	Commercial	
Type of Fuel Used	Jet A-1	

Engine 1:

Manufacturer/Model	CFM International/CFM56-7B27
Serial Number	802561
Part Number	CFM56-7B27/3
Hours Since New	51087:30
Hours Since Overhaul	11693.77
Hours since last shop visit	11693.77
Cycles Available Before Next Shop Visit	1613 Cycles
Oil type	Mobil Jet Oil

Engine 2:

Manufacturer/Model	CFM International/ CFM56-7B27
Serial Number	876752
Part Number	CFM56-7B27
Hours Since New	41176:02
Hours Since Overhaul	5939.02
Hours since last shop visit	5939.02
Cycles Available Before Next Shop Visit	650 Cycles
Oil type	Mobil Jet Oil

1.7 Meteorological Information

1.7.1 The weather information below was obtained from the Meteorological Aerodrome Report (METAR) that was issued by the Oman Weather Service (OWS) recorded at MCT on 15th May 2026 at 17:11.

Wind Direction	CAVOK	Wind Speed	350/03	Visibility	CAVOK
Temperature	32° C	Cloud Cover	Nil	Cloud Base	Nil
Dew Point	20° C	QNH	1000 hpa		

1.8.2 The weather conditions with clear skies over Muscat international airport. No significant clouds or convection has been observed, therefore no warnings have been issued.

1.8 Aids to Navigation

1.8.1 The aircraft was equipped with standard navigational equipment as approved by the India CAA. There were no defects reported or records indicating that the navigation system was unserviceable prior to the serious incident.

1.9 Communication

1.9.1 The aircraft was equipped with a standard communication system as approved by India CAA. There were no defects reported or records indicating that the communication system was unserviceable prior to the serious incident.

1.10 Airport Information

1.10.1 Departure Airport:

Aerodrome Location	Muscat International Airport (OOMS)	
Aerodrome Status	International / Operational	
Aerodrome GPS coordinates	N2336.0 E05817.0	
Aerodrome Elevation	49FT	
Runway Headings/Designations	26L-08R	26R-08L
Dimensions of Runway Used	4080M X 45M	4000M X 60 M
Heading of Runway Used	26L	
Surface of Runway Used	Asphalt	
Approach Facilities	ILS / RNP / VOR	
Category for Rescue Fire Fighting	CAT 10	

1.11 Flight Recorders

1.11.1 The aircraft was fitted with the Digital Flight Data Recording (DFDR), Flight Data Monitoring (FDM) and the Cockpit Voice Recording (CVR). OTSB has recovered the recorders safely and Arrangements for downloading the Flight Data Recorder (FDR) and Voice Cockpit Recorder (VCR) in order to analyse the retrieved data to assist in the investigation.

1.12 Wreckage and Impact Information

1.12.1 To be discussed in the final report.

1.13 Medical and Pathological Information

1.13.1 To be discussed in the final report.

1.14 Fire

1.14.1 To be discussed in the final report.

1.15 Survival Aspects

1.15.1 To be discussed in the final report.

1.16 Tests and Research

1.16.1 To be discussed in the final report.

1.17 Organizational and Management Information

1.17.1 To be discussed in the final report.

1.18 Additional Information

1.18.1 To be discussed in the final report.

1.19 Useful or Effective Investigation Techniques

1.19.1 To be discussed in the final report.

2. INVESTIGATION PROGRESS

2.1 Summary of actions taken by OTSB:

2.1.1 OTSB Investigation Team has commenced gathering information from concerned parties, conducted interviews with individual related to the serious incident.

2.1.2 Arrangements for downloading the Flight Data Recorder (FDR) and Cockpit Voice Recorder (CVR) in order to analyse the retrieved data.

2.2 Summary of actions to be taken by OTSB (not limited to):

2.2.1 The investigation team is now focusing on conducting a detailed analysis of the collected evidence data and information in order to determine the circumstances and causes of the serious incident in conjunction with identifying areas that need further investigation.

2.2.2 The investigation team anticipate the duration of completing the investigation to be up to 12 months from the date of occurrence.

2.2.3 All relevant factual information and its associated analysis, conclusions, and safety recommendations will be included in the Final Report.

3. SAFETY RECOMMENDATIONS:

3.1 Should safety recommendations be considered necessary during the course of the investigation, OTSB will issue recommendations to the relevant addressees.

4. APPENDICES:

4.1 None.

This report is issued by:
Acting/ Director of Oman Transport Safety Bureau (A/DOTSB)