

REFERENCE **AM/R&I/KGA/30082026/R2-01**

DATE **30 AUGUST 2026**

INFRASTRUCTURE IMPACT NOTE

# Kalyani Greenfield Airport

Order references, present status, regional benefits, and the potential impact on Kalyani Expressway and NH-12

STATE ACTION: FORMALLY INITIATED

CENTRAL FINAL APPROVAL: NOT FOUND

## What is confirmed

West Bengal has announced the airport, ordered a land-availability assessment, identified a proposed approximately 2,000-acre footprint and restricted registration in nine Nadia mouzas while the proposal is examined.

## What is not yet confirmed

No public MoCA record reviewed establishes Kalyani Site Clearance or In-Principle Approval. A final DPR, project cost, developer, land acquisition, environmental clearance, tender and opening date are also not established.

## Executive reading

- The project has moved beyond a general political announcement into a concrete land-screening, proposed-site mapping and transaction-control exercise.
- The uploaded record chain includes the Chief Secretary direction, the Land Reforms follow-up and the Stamp Revenue restriction. None is a Central construction sanction or airport licence.
- The proposed catchment could materially improve access for Nadia and the northern Kolkata metropolitan belt, while NH-12 could extend the catchment toward Krishnanagar, Ranaghat and Murshidabad.
- Kalyani Expressway is positioned to be the main southern airport approach corridor. NH-12 is positioned to be the principal regional and cargo trunk route.
- Land-price appreciation cannot be responsibly quantified until the final site boundary, access road, approvals and permitted land uses are known.

## AcreMitra conclusion

Potential strategic impact: VERY HIGH. State-level momentum: HIGH. Final execution certainty: MODERATE-LOW until MoCA and project implementation milestones appear. Treat the corridor as an approval-led opportunity, not as a completed-airport investment story.

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### DOCUMENT READING

## Government References Identified

| Document                     | Exact reference and date                                                            | Issuer / addressee                                                                                            | Operational meaning                                                                                                                         |
|------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| Chief Secretary direction    | No. 201-CS/2026 22 June 2026                                                        | Chief Secretary, Government of West Bengal, to Principal Secretary, Land & Land Reforms and RRR               | Assess suitable land for the proposed airport and submit a report within 15 days; indicative requirement 1,500-2,000 acres.                 |
| Land Reforms follow-up       | Memo No. LRC-596/LA/3M-32/26 23 June 2026                                           | Land Reforms Commissioner and Principal Secretary, West Bengal, to District Magistrate, Nadia                 | Report on about 2,000 acres or more; note a roughly 5 km runway corridor, about 500 m wide, plus terminals, taxi bays and other facilities. |
| Finance / Stamp Revenue memo | Memo No. 2223/(23)/FIN - 34099/273/2026 - JS(REV)(FIN) - Dept. of FIN 3 August 2026 | Deputy Commissioner of Stamp Revenue (Legal), West Bengal, to Registrar of Assurances and District Registrars | Do not register any kind of document involving properties in the listed nine Nadia mouzas until further communication.                      |

### How the State documents connect

#### 1. Project direction

The Chief Secretary starts the land-availability assessment.

#### 2. Site parameters

Land Reforms defines the broad land and runway-space requirement.

#### 3. Transaction control

Stamp Revenue protects the nine-mouza area while further decisions remain pending.

### Authentication note

#### Use certified copies for legal reliance

The exact references above were read from the user-supplied eOffice compilation. During this review, the same files were not located in a publicly searchable State order archive. Before relying on the restriction, boundary or transaction status, obtain a certified copy or written confirmation from the issuing department and the relevant registration office.

**Important distinction: a registration restriction preserves a possible project area. It does not by itself prove final site selection, land acquisition, compensation award, airport approval or construction commencement.**

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DATE **30 AUGUST 2026**

LAND DUE DILIGENCE

## Nine Mouzas Under Registration Restriction

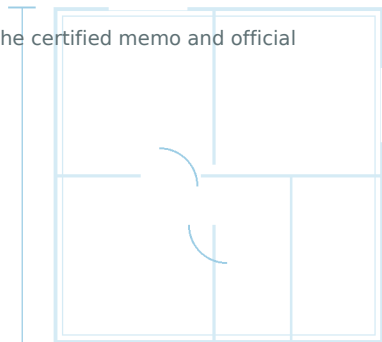
As reproduced from the 3 August 2026 memo supplied for this report.

| Sl. | Mouza              | J.L. No. | Transaction status shown in memo                    |
|-----|--------------------|----------|-----------------------------------------------------|
| 1   | Birpara            | 52       | Registration restricted until further communication |
| 2   | Char Jadubati      | 53       | Registration restricted until further communication |
| 3   | Ganga Monoharpur   | 48       | Registration restricted until further communication |
| 4   | Char Madhusudanpur | 95       | Registration restricted until further communication |
| 5   | Sarati             | 49       | Registration restricted until further communication |
| 6   | Muratipur          | 51       | Registration restricted until further communication |
| 7   | Umapur             | 50       | Registration restricted until further communication |
| 8   | Iswaripur          | 43       | Registration restricted until further communication |
| 9   | Kalyani            | 58       | Registration restricted until further communication |

### AcreMitra transaction protocol

Do not market, accept token money, sign an agreement, or assure registration for land in these mouzas without: (1) live verification from the relevant registering office/e-Nathikaran system; (2) mouza, J.L., dag and khatian matching; (3) title and encumbrance search; and (4) written legal opinion on the current restriction and any acquisition notification.

Spelling note: the scan is low-resolution. 'Char Jadubati' is used here as the normalized village spelling; the certified memo and official land records must control.



LAND DUE-DILIGENCE NOTE - VERIFY LIVE REGISTRY STATUS

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### APPROVAL PATHWAY

## Where the Airport Stands Today

As of 30 August 2026, based on the documents and public sources reviewed.

1

**Budget announcement**

**CONFIRMED**

2

**Land identification / screening**

**IN PROGRESS**

3

**MoCA site clearance**

**NOT FOUND**

4

**Central in-principle approval**

**NOT FOUND**

5

**DPR, funding and developer**

**NOT CONFIRMED**

6

**Land acquisition / R&R / environment**

**NOT CONFIRMED**

7

**Tender, construction and licensing**

**NOT CONFIRMED**

### Why this status matters

India's Greenfield Airports framework follows a two-stage Central approval process: site clearance, followed by in-principle approval. Land, mandatory clearances, funding, obstacle removal and implementation remain the responsibility of the project proponent. Therefore, the present evidence supports a serious proposal - not a guaranteed airport or date.

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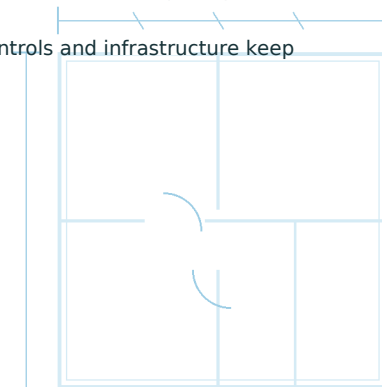
### REGIONAL CATCHMENT

## Who Could Benefit Most

| Area / district         | Likely benefit | Mechanism                                                                                                  | Dependence / condition                                                      |
|-------------------------|----------------|------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| Kalyani and wider Nadia | Very high      | Closest urban, medical, education and industrial ecosystem; passenger, employment and service demand.      | Final site, terminal access and land-use plan.                              |
| North 24 Parganas       | Very high      | Barrackpore-Naihati-Halisahar-Kanchrapara belt can use Kalyani Expressway for a northern airport option.   | Reliable airport interchange and last-mile services.                        |
| Murshidabad             | High           | NH-12 creates a direct southbound approach for passengers, high-value goods and emergency/business travel. | NH-12 capacity, bypasses and journey-time reliability.                      |
| Hooghly                 | Medium-high    | Bansberia-Bandel-Chinsurah side can gain a cross-Hooghly airport route.                                    | Completion and traffic performance of the new Ishwar Gupta bridge link.     |
| Purba Bardhaman         | Medium         | Potential western feeder access through Hooghly-side road connections.                                     | Bridge, feeder roads and actual route competitiveness.                      |
| North Bengal corridor   | Indirect       | NH-12 linkage can support selected long-distance passenger and cargo flows.                                | Distance economics; Kalyani will not replace closer airports for all users. |

### Major Kalyani-level benefits

- Faster access for patients, medical teams and suppliers connected to AIIMS Kalyani and the wider healthcare cluster.
- Stronger business connectivity for Kalyani Industrial Park and future pharmaceutical, food, e-commerce and time-sensitive logistics.
- New demand for hotels, serviced accommodation, offices, vehicle fleets, repair, catering, warehousing and training services.
- A larger employment market across construction, operations, security, ground handling, maintenance, retail and hospitality - but no official job count is yet available.
- Greater investor visibility for Kalyani as a northern Kolkata metropolitan node, provided planning controls and infrastructure keep pace.



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### CORRIDOR IMPACT

## Kalyani Expressway: Direct Airport Gateway

### Why the benefit is rated VERY HIGH

The upgraded corridor is about 44.2 km, has 21 signal-free flyovers and a 1.3 km elevated connection toward Belghoria Expressway. Press reporting at opening cited an expected Kolkata-AIIMS Kalyani journey of about 45 minutes, down from roughly 2.5 hours. An airport near the Kalyani/Chakdaha side would make this the natural southern access spine.

#### Passenger access demand



#### Airport staff commuting



#### Hotel / service nodes



#### Cargo and fleet activity



### Expected corridor effects

- Higher all-day traffic from passengers, employees, taxis, buses, contractors, airline suppliers and emergency services.
- Commercial demand around safe interchanges: fuel/charging, fleet yards, food, hotels, offices, service centres and logistics support.
- Stronger connectivity value for the North 24 Parganas urban belt, which already feeds into the expressway through multiple interchanges.
- Potential redistribution of some airport-bound traffic away from the Barasat-Madhyamgram stretch of NH-12, depending on the terminal's final access design.

### What must be built or managed

- A grade-separated airport spur/interchange, with no uncontrolled roadside entries near the terminal approach.
- Airport buses, taxi holding, truck staging, EV charging, incident response and clear wayfinding.
- Drainage, service-road continuity and local crossings so airport traffic does not divide nearby communities.
- Traffic modelling and phased widening at the airport-side end; otherwise the expressway's speed advantage can shift the bottleneck to the terminal approach.

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CORRIDOR IMPACT

## NH-12: Regional Passenger and Cargo Spine

### Why the benefit is rated VERY HIGH

The identified land was reported close to NH-12, stretching from behind AIIMS Kalyani toward Narapati Para in Simurali. NH-12 can therefore collect airport demand from Nadia and Murshidabad while linking southward to Kolkata. Its role is broader than terminal access: it can define the airport's regional catchment.

| Impact channel     | Likely effect on NH-12                                                                    | Required response                                                            |
|--------------------|-------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| Passenger movement | More cars, taxis and buses from Ranaghat, Chakdaha, Krishnanagar and northward districts. | Dedicated airport connector, bus bays and reliable junction design.          |
| Air cargo          | Higher movement of time-sensitive, medical, agricultural and e-commerce goods.            | Truck holding, logistics park planning, cold chain and no roadside queueing. |
| Commercial nodes   | Demand around interchanges and approach corridors may rise.                               | Access control, zoning, utilities and fire/emergency coverage.               |
| Local traffic      | Risk of conflict between village movement, through-traffic and airport flows.             | Service roads, underpasses, pedestrian safety and junction upgrades.         |
| Land market        | Speculation can spread well beyond the final airport boundary.                            | Transaction evidence, land-use checks and alignment-based valuation.         |

### AcreMitra corridor rating - analytical, not an official forecast

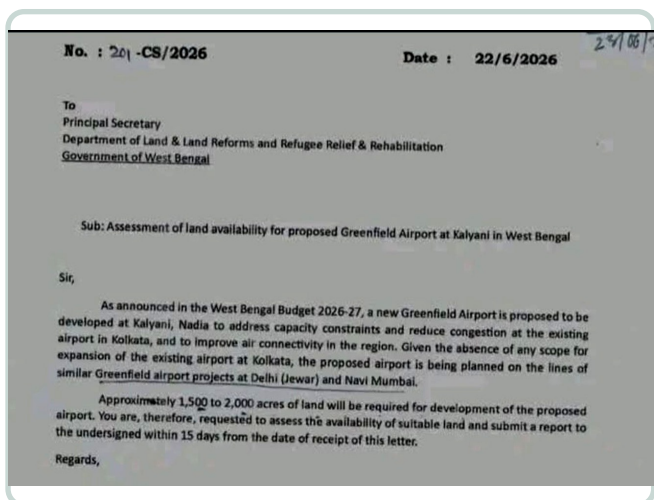
| Metric                           | Kalyani Expressway | NH-12     |
|----------------------------------|--------------------|-----------|
| Direct airport-access role       | Very high          | High      |
| Regional catchment role          | High               | Very high |
| Commercial / service demand      | Very high          | High      |
| Cargo / logistics role           | High               | Very high |
| Congestion risk without upgrades | High               | Very high |

REFERENCE **AM/R&I/KGA/30082026/R2-08**

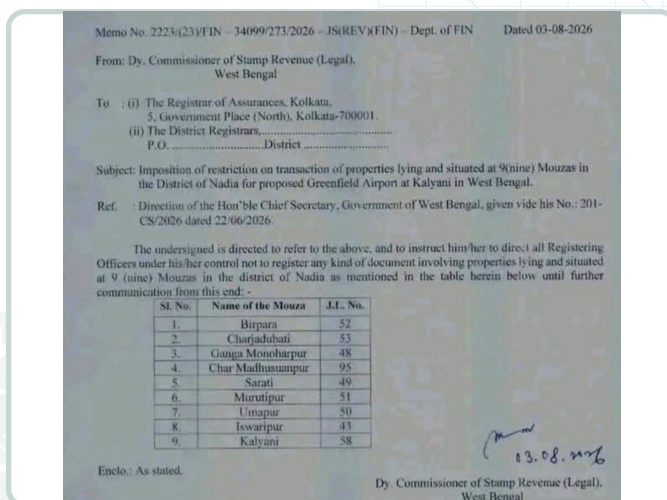
DATE **30 AUGUST 2026**

### RESEARCH RECORD

## Sources, Evidence and AcreMitra View



Supplied scan: No. 201-CS/2026



Supplied scan: Memo No. 2223/(23)/FIN...

### Public sources reviewed

- [S1] West Bengal Finance Department, Budget Speech & Publications 2026-27 - [finance.wb.gov.in/Fin\\_New/Pages/Budget\\_Publication.aspx](https://finance.wb.gov.in/Fin_New/Pages/Budget_Publication.aspx)
- [S2] Times of India, 22 Jul 2026, 'State govt finds 2k acres in Kalyani for second airport' - [timesofindia.indiatimes.com/city/kolkata/state-govt-finds-2k-acres-in-kalyani-for-second-airport/articleshow/132545714.cms](https://timesofindia.indiatimes.com/city/kolkata/state-govt-finds-2k-acres-in-kalyani-for-second-airport/articleshow/132545714.cms)
- [S3] Ministry of Civil Aviation, Guidelines for setting up Greenfield Airports - [civilaviation.gov.in/ministry-documents/policies-document/guidelines-setting-greenfield-airports](https://civilaviation.gov.in/ministry-documents/policies-document/guidelines-setting-greenfield-airports)
- [S4] PIB, Greenfield airport approval process and implementation responsibilities - [pib.gov.in/PressReleasePage.aspx?PRID=1942034](https://pib.gov.in/PressReleasePage.aspx?PRID=1942034)
- [S5] Indian Express, 4 Mar 2026, Kalyani Expressway inauguration and corridor specifications - [indianexpress.com/article/cities/kolkata/kalyani-expressway-inauguration-mamata-banerjee-kolkata-kalyani-travel-time-10564522/](https://indianexpress.com/article/cities/kolkata/kalyani-expressway-inauguration-mamata-banerjee-kolkata-kalyani-travel-time-10564522/)
- [S6] Financial Express, 23 Jun 2026, Kalyani airport proposal and Kolkata passenger pressure - [financialexpress.com/business/airlines-aviation-new-greenfield-airport-coming-up-in-kalyani-set-to-ease-heavy-rush-at-kolkata-airport-4274320/](https://financialexpress.com/business/airlines-aviation-new-greenfield-airport-coming-up-in-kalyani-set-to-ease-heavy-rush-at-kolkata-airport-4274320/)
- [S7] WBIIDC, Kalyani Industrial Park connectivity and industrial base - [wbidc.wb.gov.in/growth-centres.php](https://wbidc.wb.gov.in/growth-centres.php)

### AcreMitra investment-intelligence position

Track approvals, final boundary, access-road alignment, compensation/acquisition notices, permitted land use, registry status, utilities and verified transaction evidence. Do not publish a guaranteed ROI, airport opening date or 'airport-touching' claim until supported by official documents and parcel-level mapping.

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### SITE ASSESSMENT

## Proposed Site: Scale, Land and Constraints

Facts reproduced from the user-supplied eOffice site note and map. They describe a proposed footprint, not a finally notified airport boundary.

#### Approx. footprint

About 2,000 acres across nine mouzas under the Chakdaha/Kalyani area.

#### Indicative runway land

About 5 km in length with clearance on both sides and about 500 m width.

#### Government land

The site note estimates about 240 acres; most of the wider footprint is not shown as government land.

| Site factor          | What the supplied assessment records                                             | Why it matters                                                                             |
|----------------------|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| Land character       | Most of the land is agricultural.                                                | Conversion, acquisition, compensation and livelihood impacts may be material.              |
| Habitation           | Dwelling houses occur in some parts; a detailed survey is required.              | Final alignment must address displacement, access and rehabilitation.                      |
| Power infrastructure | Overhead high-tension lines cross parts of the area.                             | Obstacle limitation and utility-relocation studies will affect cost and schedule.          |
| Gas infrastructure   | A GAIL gas pipeline is recorded.                                                 | Safety clearances and a coordinated protection/relocation plan are required.               |
| Government parcels   | Brick-field, BCKV, BSNL, picnic-garden and other recorded parcels are mentioned. | Parcel ownership still requires plot-level verification; the note is not a title schedule. |

#### AcreMitra interpretation

The identification of a workable approximately 2,000-acre envelope is a major State-level milestone. The private/agricultural share, habitation and major utilities also explain why the project is not construction-ready: cadastral survey, social-impact work, acquisition/R&R;, obstacle studies, cost estimates and statutory clearances remain decisive.

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DATE **30 AUGUST 2026**

### CENTRAL RECORDS CHECK

## What the MoCA Records Show

Official Ministry of Civil Aviation records and Government of India releases were checked specifically for Kalyani, Nadia, a second Kolkata airport and West Bengal greenfield approvals.

| Official record checked                             | Finding                                                                                                                                | Interpretation                                                                  |
|-----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| MoCA Airports / In-Principle Approvals page         | The current published list includes Durgapur and later approvals such as Kota, Puri, Parandur and Doloo Cachar. Kalyani is not listed. | No public Kalyani In-Principle Approval was located.                            |
| MoCA proactive disclosure: Site Clearance approvals | The linked approval compilation contains no Kalyani entry.                                                                             | No public Kalyani Site Clearance certificate was located.                       |
| MoCA proactive disclosure: In-Principle approvals   | The West Bengal order reproduced is for Durgapur/Andal, not Kalyani.                                                                   | Do not treat an existing West Bengal approval as approval for a different site. |
| MoCA website search                                 | Searches for Kalyani, Kalyani airport, Nadia airport and Kolkata second airport returned no relevant MoCA record.                      | A public application, approval order or project page was not found.             |
| PIB and Parliament searches                         | No Government of India release or parliamentary answer confirming Kalyani approval was found.                                          | No independent Central confirmation was located.                                |

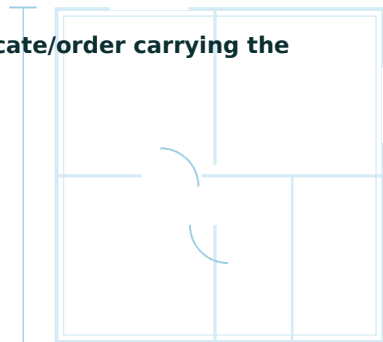
### What this supports

As of 30 August 2026, there is no publicly available MoCA document establishing Site Clearance or In-Principle Approval for Kalyani. Accordingly, 'centrally approved' and 'finally sanctioned' are not supported descriptions.

### What it does not prove

The absence of a published order does not prove that West Bengal has never contacted MoCA or that an application is not being prepared or examined internally. A pending file may not yet appear publicly.

**Verification standard: final confirmation requires a Kalyani-specific MoCA certificate/order carrying the project site, applicant, application/file number, date, decision and conditions.**



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**GREENFIELD AIRPORT POLICY**

# Mandatory Central Approval Path

## The 150-km rule is especially important

MoCA's Greenfield Airports Policy requires a proposal within 150 km of an existing civilian airport to be considered by the Steering Committee and decided by the Central Government/Ministry. The proposed Kalyani area is well within 150 km of Kolkata airport, so State land action alone cannot complete the airport approval.

| Gate                             | Responsible process                                                                                         | Kalyani evidence reviewed                                                            |
|----------------------------------|-------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| 1. Site and pre-feasibility      | Applicant identifies the site and prepares the technical case.                                              | State assessment and proposed map available; final pre-feasibility report not found. |
| 2. Site Clearance application    | Proposal routed through MoCA Steering Committee; AAI/DGCA site comments and Defence input where applicable. | Application/file number not publicly found.                                          |
| 3. MoCA Site Clearance           | MoCA grants clearance based on technical and stakeholder examination.                                       | Certificate not publicly found.                                                      |
| 4. In-Principle application      | Applicant applies after Site Clearance with project, financing and implementation material.                 | Not publicly found.                                                                  |
| 5. Central In-Principle Approval | MoCA/competent authority issues a project-specific approval with conditions.                                | Order not publicly found.                                                            |
| 6. Implementation clearances     | Environment, security, finance, land, R&R;, utilities, reserved services and procurement.                   | Not confirmed.                                                                       |
| 7. DGCA licensing                | Aerodrome licensing follows development and compliance.                                                     | Not applicable at the present stage.                                                 |

## Practical test for 'final' status

The project should not be presented as finally approved until at least the Site Clearance and In-Principle Approval are evidenced, followed by implementation sanction, land/acquisition progress and a development or construction award. An aerodrome licence is required before operations.

REFERENCE **AM/R&I/KGA/30082026/R2-12**

DATE **30 AUGUST 2026**

### LOCAL ECONOMIC IMPACT

## How Kalyani Could Benefit

These are evidence-based impact channels, not official forecasts. Scale depends on the final terminal location, airport capacity, route network, surface access and implementation model.

| Benefit channel            | Major opportunity for Kalyani                                                                                                              | What must happen                                                                        |
|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| Passenger accessibility    | A northern airport option could reduce dependence on travel through congested Kolkata approaches for parts of Nadia and North 24 Parganas. | Fast terminal connector, public transport and reliable interchange design.              |
| AIIMS and healthcare       | Faster movement of patients, medical teams, equipment and time-sensitive supplies; potential medical-travel ecosystem.                     | Ambulance access, hospital shuttles and supporting accommodation.                       |
| Industry and business      | Higher executive accessibility and logistics visibility for Kalyani Industrial Park and future manufacturing/services.                     | Cargo strategy, power, utilities, industrial land and last-mile roads.                  |
| Agriculture and cold chain | Potential uplift for high-value perishables, fisheries, floriculture and food processing across Nadia/Murshidabad.                         | Cargo terminal, aggregation centres, testing, cold storage and viable air routes.       |
| Employment                 | Construction and later jobs in airport operations, security, ground handling, engineering, retail, transport and hospitality.              | Training pipeline and local hiring; no official employment figure is available.         |
| Hospitality and services   | Hotels, serviced stays, food, vehicle fleets, maintenance, offices and professional services can cluster near safe interchanges.           | Zoned commercial nodes; avoid uncontrolled ribbon development.                          |
| Education and research     | Improved access for universities, research institutions, conferences and technical partnerships.                                           | Reliable public transport and institutional collaboration.                              |
| Urban positioning          | Kalyani can strengthen its role as a planned northern metropolitan growth centre.                                                          | Coordinated master planning, drainage, housing, utilities and environmental management. |

### Highest-value local outcome

The strongest long-term benefit would come from integrating the airport with Kalyani's healthcare, industrial, education and planned-city assets - not from isolated land speculation around an uncertain boundary.



IMPACT ANALYSIS - NO OFFICIAL JOB, TRAFFIC OR LAND-VALUE FORECAST

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**INVESTMENT INTELLIGENCE**

## Implementation Triggers and Land Strategy

| Trigger to monitor                    | What changes when it appears                                                           | AcreMitra response                                                                |
|---------------------------------------|----------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Kalyani MoCA Site Clearance           | Technical site acceptability receives the first formal Central-stage clearance.        | Re-rate site probability; verify exact coordinates and conditions.                |
| MoCA In-Principle Approval            | The Central Government accepts the project in principle, subject to stated conditions. | Update project status; analyse conditions, applicant and implementation timeline. |
| Final boundary / acquisition notices  | Affected plots, compensation process and R&R; exposure become clearer.                 | Map dag/khatian overlap; suspend unsupported marketing; obtain legal opinion.     |
| DPR, financial sanction and developer | Capacity, cost, phasing, operator and funding become assessable.                       | Model realistic passenger/cargo and corridor demand scenarios.                    |
| Access-road/interchange award         | Expressway/NH-12 benefit becomes location-specific rather than corridor-wide.          | Value parcels by verified access and land use, not straight-line distance.        |
| Construction work order               | Execution shifts from planning to contracted delivery.                                 | Track milestones, utilities, land handover and schedule risk.                     |

### Immediate safeguards

- Check live registration status in all nine mouzas before accepting token money or promising registration.
- Match mouza, J.L., dag, khatian, land class, possession and access road against certified records and the evolving project footprint.
- Do not describe a parcel as 'airport touching' without an official boundary and surveyed access alignment.
- Do not promise a percentage appreciation, traffic count, airport date or government acquisition value without an authoritative source.
- Review agricultural conversion, acquisition exposure, habitation, high-tension lines, the GAIL pipeline, drainage and environmental constraints.

### Decision rule

For investment communication today, use: 'Proposed Kalyani Greenfield Airport - State-level land and site action confirmed; final Central and construction approvals not yet publicly established.'

REFERENCE **AM/R&I/KGA/30082026/R2-14**

DATE **30 AUGUST 2026**

### SOURCES AND EVIDENCE

## Official Reference Register and Annexure

MoCA - Airports and current In-Principle approvals  
<https://www.civilaviation.gov.in/ministry-documents/airports-documents>

MoCA - Guidelines for setting up Greenfield Airports  
<https://www.civilaviation.gov.in/ministry-documents/policies-document/guidelines-setting-greenfield-airports>

MoCA - Proactive disclosure of Site Clearance / In-Principle approvals  
<https://www.civilaviation.gov.in/rti/proactive-disclosure>

MoCA - Direct website search for Kalyani airport  
<https://www.civilaviation.gov.in/search/node?keys=Kalyani%20airport>

PIB - Two-stage approval process and implementation responsibilities  
<https://www.pib.gov.in/PressReleasePage.aspx?PRID=1942034>

PIB - Greenfield Airports Policy and approved-airport list  
<https://www.pib.gov.in/PressReleaselframePage.aspx?PRID=1943211>

West Bengal Finance Department - Budget publications 2026-27  
[https://finance.wb.gov.in/Fin\\_New/Pages/Budget\\_Publication.aspx](https://finance.wb.gov.in/Fin_New/Pages/Budget_Publication.aspx)

WBIIDC - Kalyani Industrial Park connectivity  
<https://wbiidc.wb.gov.in/growth-centres.php>

Times of India - State identifies about 2,000 acres  
<https://timesofindia.indiatimes.com/city/kolkata/state-govt-finds-2k-acres-in-kalyani-for-second-airport/articleshow/132545714.cms>

Indian Express - Kalyani Expressway corridor specifications  
<https://indianexpress.com/article/cities/kolkata/kalyani-expressway-inauguration-mamata-banerjee-kolkata-kalyani-travel-time-10564522/>

### Evidence annexure

| Pages | Material reproduced                                                                                                                                                                                      |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 15-19 | Five supporting pages from the user-supplied West Bengal eOffice compilation: registration restriction, Chief Secretary direction, Land Reforms memo, proposed-site note/map and conceptual site layout. |
| 20-22 | MoCA Greenfield Airports Guidelines excerpts covering Site Clearance, In-Principle Approval and the within-150-km decision rule.                                                                         |
| 23    | MoCA example of a project-specific In-Principle Approval for Durgapur/Andal, West Bengal - included to show the form of Central document still not located for Kalyani.                                  |



OFFICIAL LINKS ARE CLICKABLE IN THE DIGITAL PDF

PAGE 14 OF 23

PROPERTY DISCOVERY | INVESTMENT INTELLIGENCE | TRANSACTION ADVISORY

#### CORPORATE OFFICE

343/1, 4th Floor, Nursery Bagan, Dum Dum  
 Kolkata - 700074, West Bengal, India

#### CALL

+91 85973 10624  
 Business enquiries

#### WEB

[www.acremitra.com](http://www.acremitra.com)  
 Premium plots & land

## West Bengal Stamp Revenue - Registration Restriction

Source: user-supplied Kalyani\_Greenfield\_Airport\_Fixed.pdf. Reproduced without treating the page as a Central airport approval.



**Government of West Bengal**  
**Directorate of Registration and Stamp Revenue**  
 4<sup>th</sup> Floor, WEBEL STP – II Building,  
 DN – 53, Sector-V, Salt Lake, Kolkata – 700 091

Memo No. 2223/(23)/FIN – 34099/273/2026 – JS(REV)(FIN) – Dept. of FIN Dated 03-08-2026

From: Dy. Commissioner of Stamp Revenue (Legal),  
 West Bengal

To : (i) The Registrar of Assurances, Kolkata,  
 5, Government Place (North), Kolkata-700001.  
 (ii) The District Registrars,.....  
 P.O. .... District .....

Subject: Imposition of restriction on transaction of properties lying and situated at 9(nine) Mouzas in the District of Nadia for proposed Greenfield Airport at Kalyani in West Bengal.

Ref. : Direction of the Hon'ble Chief Secretary, Government of West Bengal, given vide his No.: 201-CS/2026 dated 22/06/2026.

The undersigned is directed to refer to the above, and to instruct him/her to direct all Registering Officers under his/her control not to register any kind of document involving properties lying and situated at 9 (nine) Mouzas in the district of Nadia as mentioned in the table herein below until further communication from this end: -

| Sl. No. | Name of the Mouza | J.L. No. |
|---------|-------------------|----------|
| 1.      | Birpara           | 52       |
| 2.      | Charjadubati      | 53       |
| 3.      | Ganga Monoharpur  | 48       |
| 4.      | Char Madhusuanpur | 95       |
| 5.      | Sarati            | 49       |
| 6.      | Murutipur         | 51       |
| 7.      | Umapur            | 50       |
| 8.      | Iswaripur         | 43       |
| 9.      | Kalyani           | 58       |

Encl.: As stated.

Dy. Commissioner of Stamp Revenue (Legal),  
 West Bengal

Memo No. 2223/(23)/(3)/FIN – 34099/273/2026 – JS(REV)(FIN) – Dept. of FIN Dated 03-08-2026  
 Copy forwarded for information to: -

- (i) The OSD & ex-Officio Secretary to the Government of West Bengal,  
 Finance (Revenue) Department, Nabanna, Howrah.
- (ii) ADSR e-RAC, WEBEL STP-II Building, 6<sup>th</sup> Floor, DN-53, Sector-V, Salt Lake, Kolkata-700091.  
 ..... to make necessary arrangement in the e-Nathikaran software for imposition of restriction on transaction of the aforementioned properties accordingly at the earliest.

Dy. Commissioner of Stamp Revenue (Legal),  
 West Bengal

## West Bengal Chief Secretary - Land Availability Direction

Source: user-supplied Kalyani\_Greenfield\_Airport\_Fixed.pdf. Reproduced without treating the page as a Central airport approval.

7981641/2026/O/o JS(REV)(FIN)

2505/CS(L)  
23/06/26Government of West Bengal  
O/o the Chief SecretaryUrgent.  
SS(AB)  
23/06/2026

No. : 201-CS/2026

Date : 22/6/2026

To  
Principal Secretary  
Department of Land & Land Reforms and Refugee Relief & Rehabilitation  
Government of West Bengal

Sub: Assessment of land availability for proposed Greenfield Airport at Kalyani in West Bengal

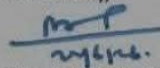
Sir,

As announced in the West Bengal Budget 2026-27, a new Greenfield Airport is proposed to be developed at Kalyani, Nadia to address capacity constraints and reduce congestion at the existing airport in Kolkata, and to improve air connectivity in the region. Given the absence of any scope for expansion of the existing airport at Kolkata, the proposed airport is being planned on the lines of similar Greenfield airport projects at Delhi (Jewar) and Navi Mumbai.

Approximately 1,500 to 2,000 acres of land will be required for development of the proposed airport. You are, therefore, requested to assess the availability of suitable land and submit a report to the undersigned within 15 days from the date of receipt of this letter.

Regards,

Yours faithfully,

  
(Manoj Kumar Agarwal)  
Chief Secretary,  
Government of West Bengal.

Copy to:

1. District Magistrate, Nadia, for necessary action.
2. P.S. to Hon'ble Chief Minister, for kind information of HCM.



**Land Reforms Department - Runway and Land Parameters**

Source: user-supplied Kalyani\_Greenfield\_Airport\_Fixed.pdf. Reproduced without treating the page as a Central airport approval.

7981641/2026/O/o JS(REV)(FIN)

O/c

Government of West Bengal  
Department of Land & Land Reforms and Refugee Relief & Rehabilitation  
Nabanna ( 6<sup>th</sup> Floor), 325 Sarat Chatterjee Road  
Shibpur, Howrah-711102

Memo no. **LRC - 596** /LA/3M-32/26

Dated 23.06.2026

From : The Land Reforms Commissioner & the Principal Secretary to Govt of  
West Bengal

To: The District Magistrate, Nadia

Sub: Assessment of Land Availability for Proposed Greenfield Airport at  
Kalyani

Ref: Memo no. 201-CS/2026 dated 22.06.2026

Sir,

Enclosed please find herewith the letter of the Chief Secretary under reference regarding assessment of land availability for Proposed Greenfield Airport at Kalyani.

About 2000 acre or more land will be required for the proposed greenfield airport. The length of the runway with clearance in both sides should be about 5 KM. The width of the land for runway should be about 500 metre. Apart from that, land for passenger and cargo terminals, taxi bay and several other facilities will be required.

You are, therefore, requested to submit a report on availability of such land within 6<sup>th</sup> July, 2026 to the undersigned.

Yours faithfully,

Encl: As stated.

Land Reforms Commissioner

& the Principal Secretary to Govt of West Bengal

## Proposed Kalyani Site - Mouzas, Land and Constraints

Source: user-supplied Kalyani\_Greenfield\_Airport\_Fixed.pdf. Reproduced without treating the page as a Central airport approval.

7981641/2026/O/o JS(REV)(FIN)

### Proposed site for Airport at Kalyani



- Total Area : 2000 acres (approx).
- Name of The mouzas involved( fully or partly): Birpara (Jl No.52), Kalyani( JL No.58), Char Jadubati( JL no.53), Ganga Monoharpur(JL No.48), Char Madhusudanpur( JL No. 95), Sarati( JL No. 49), Muratipur( JL No.51), Umapur( JL No.50), Ishwaripur ( JL No.43), under BL&LRO – Chakdah.
- Name of the mouzas under Municipality: Kalyani( JL No.58) under Kalyani Municipality. Other mouzas are in Panchayat area.
- About 240 acres of Govt. Land ( Govt. Brick field 172 acres, BCKV 34 acres, BSNL 13 acres , Picnic garden- 13 acres . All are recorded in favour of Urban Development Department and RR department 9.71 acres)
- Most of the lands are agri land
- Habitation (dwelling houses) are found in some areas, which needs further detail survey.
- Some utility shifting such as over head high tension line and GAIL Gas Pipe Line.

Source: user-supplied Kalyani\_Greenfield\_Airport\_Fixed.pdf. Reproduced without treating the page as a Central airport approval.



## MoCA Guidelines - Site Clearance Procedure

Source: Ministry of Civil Aviation, Government of India. Official PDF accessed 30 August 2026; included as a procedural/reference document.

### GUIDELINES FOR APPROVAL OF PROPOSALS FOR SETTING UP OF GREENFIELD AIRPORTS

#### 1. Introduction

1.1 The Central Government has notified the Policy for Greenfield Airports. A copy of the Policy is at **Annex-I**. A Steering Committee has also been constituted to coordinate and monitor the various clearances required for setting up of Greenfield airports. A copy of the notification constituting the Steering Committee is enclosed at **Annex-II**.

1.2 These guidelines are being issued pursuant to the above Policy and details the procedure to be followed for submission, appraisal and approval of proposals received for setting up of an airport.

#### 2. Institutional structure

2.1 All proposals for setting up of airports in whichever category would be routed through the Steering Committee. The applicant would be required to apply for clearances from various Departments/Ministries of Government of India but all proposals would be submitted to the Steering Committee. Ministry of Civil Aviation would serve as the secretariat of the Steering Committee and would be responsible for processing proposals received by the Steering Committee, convening the meetings of the Steering and coordinating with various stakeholders.

#### 3. Applicability

3.1 These guidelines will apply to the setting up of all airports, heliports and upgradation of airfields. However, airports set up for private use, i.e. use of the aerodrome for non-commercial purposes shall not be subjected to these guidelines.

#### 4. Site Clearance granted by Steering Committee

4.1 The applicant proposing to set up an airport would make an application to the Steering Committee in the format enclosed at **Annex-III** for site clearance.

4.2 The proposal received would be forwarded to the AAI/DGCA for their comments. AAI/DGCA would undertake site visit based on which they would submit their report to the Steering Committee. Site Clearance would be granted by the Ministry of Civil Aviation based on the report submitted by the AAI/DGCA.

4.3 In case the proposed project is located within the Restricted Air Space (Air Space under the jurisdiction of Ministry of Defence) the approval of Ministry of

## MoCA Guidelines - In-Principle Approval Procedure

Source: Ministry of Civil Aviation, Government of India. Official PDF accessed 30 August 2026; included as a procedural/reference document.

Defence would also be solicited while granting site clearance.

4.4 The Steering Committee would convey its recommendations regarding the Site Clearance within three months of the application being made to the Steering Committee.

### 5. Appraisal and 'in principle' approval by the Steering Committee

5.1 After obtaining the Site Clearance the applicant would make an application to the Steering Committee in the format enclosed at Annex-IV.

5.2 Applications for seeking clearances from Ministry of Defence, Ministry of Home Affairs and Ministry of Finance would be submitted in the prescribed format directly to these organizations under intimation to the Secretariat of the Steering Committee.

### 6. Guidelines

6.1 Guidelines for the purpose of granting approval would be issued by the various agencies. These guidelines shall be modified from time to time if the need arises.

6.2 Ministry of Defence has issued these guidelines for seeking clearance of Ministry of Defence for setting up of Greenfield airports. These guidelines are enclosed at Annex-V.

6.3 The applicant would submit the application seeking NOC from Ministry of Defence as per the format placed at Annex-VI.

### 7. Grant of License by DGCA

7.1 After obtaining the "in principle" approval of the Steering Committee the applicant would make an application to the DGCA in the prescribed format for the grant of Aerodrome License.

### 8. Time Line for the approval and appraisal process

8.1 It would be the endeavour of the Central Government to ensure that all approvals and clearances are given in a timely manner. Pending occurrence of any specific issue, it would be the endeavour of the Steering Committee to adhere to the following time schedule:

- |     |                          |                                        |
|-----|--------------------------|----------------------------------------|
| (a) | Site Clearance:          | within 3 months of date of application |
| (b) | "in principle" approval: | within 3 months of date of application |

## MoCA Policy - Airport Within 150 km of Existing Airport

Source: Ministry of Civil Aviation, Government of India. Official PDF accessed 30 August 2026; included as a procedural/reference document.

8.1 The Central Government may from, time to time, notify guidelines to be followed by DGCA for grant of license to operate a greenfield airport. While granting a license, DGCA would keep these guidelines in view. For the present, the following conditions shall be kept in view by DGCA while granting a license.

- (a) No greenfield airport would be allowed within an aerial distance of 150 Km of an existing civilian airport.
- (b) In case a greenfield airport is proposed to be set up within 150 Km of an existing civilian airport, the impact on the existing airport would be examined. Such cases would be decided by the Government on a case to case basis.

### 9. Procedure for Approval of a Greenfield Airport

- 9.1 A greenfield airport to be set up by AAI or an Airport Company ["Airport Company" would have the meaning as given in Para 2.4] that is in compliance of the above guidelines and is beyond 150 km of an existing civilian airport would not require prior approval of the Central Government. DGCA would be competent to grant license for operation as per the extant Rules and Notifications.
- 9.2 A greenfield airport to be set up by AAI or an Airport Company that is beyond 150 km of an existing civilian airport but seeks exemption/relaxation from any of the other guidelines or extant Rules and Policies, would be considered by the Steering Committee constituted under paragraph 10. The Committee's recommendations would be forwarded to the Ministry of Civil Aviation. If the Steering Committee is unable to reach a consensus, the proposal would be placed before the competent authority (Union Cabinet) for a decision. DGCA would consider such proposals for grant of license only after the approval of the Central Government is conveyed.
- 9.3 In case of an application by the AAI or an Airport Company to set up an airport within 150 km of an existing civilian airport, the application shall be considered first by the Steering Committee. The Steering Committee shall consider all relevant facts and circumstances including contractual liabilities, if any. The Steering Committee shall also take into account whether the applicant has obtained the approvals required under the applicable laws from the authorities concerned. After considering the application, the Steering Committee shall make a suitable recommendation to the Central Government (Ministry of Civil Aviation). The Central Government (Ministry of Civil Aviation) shall consider the recommendation and decide whether approval for the airport project should be granted or not. DGCA shall

**MoCA In-Principle Approval Example - Durgapur/Andal**

Source: Ministry of Civil Aviation, Government of India. Official PDF accessed 30 August 2026; included as a procedural/reference document.



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भारत सरकार  
नागर विमानन मंत्रालय  
नई दिल्ली - 110003  
GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
RAJIV GANDHI BHAWAN, SAFDARJUNG AIR PORT  
NEW DELHI - 110 003

**GRANT OF IN-PRINCIPLE APPROVAL**

**Application Number:** AV.20036/002/2007-AAI

**Name of Applicant:** Bengal Aerotropolis Projects Limited

**Address :** 5, Gorky Terrace, 2<sup>nd</sup> Floor,  
Kolkata-700020, West Bengal, India.

**Decision:** The Steering Committee considered the application for setting up of a Greenfield domestic airport for public use at Andal-Faridpur blocks of Bardhaman District in West Bengal in its meeting held on 3<sup>rd</sup> December 2008 and granted 'in- principle' approval subject to Government of West Bengal addressing the concern of Coal India Limited.

  
(Vijay Singh)  
Under Secretary to the Government of India.  
Tele-24640217

**Date:** 11.12.2008