



Ibiza is building more gates. It is not building more licences.

In September the state committed 229,7 million euros to lift Ibiza airport above nine million passengers a year, and thousands marched against it. In the same twelve months the number of tourist homes advertised in the Balearics fell by 12,6 %. For an owner wondering whether to get out, the two facts point the same way, and it is not towards the exit.

OCTOBER 2026 · WRITTEN BY **JENS GREG, WINGMAN IBIZA** · SOURCE REPORTING: **PERIÓDICO DE IBIZA**, JUAN A. TORRES, 27 SEPTEMBER 2026, AND SONIA RIBAS, 17 SEPTEMBER 2026; **ÚLTIMA HORA**, JAVIER JIMÉNEZ, 30 AUGUST 2026

SHORT ON TIME? THE 60 SECOND SUMMARY

What happened. On 15 September 2026 the Consejo de Ministros approved DORA III, the 2027 to 2031 investment plan for Spain's airports, about 13.000 million euros across AENA's network. Ibiza gets 229,7 million euros, 202 % more than in the previous five years, for a larger terminal, a new non-Schengen dock, boarding gates 17 to 32 and eight new jetways. Thousands marched against it in Vila on 20 September.

What the figures actually show. AENA's own justification says capacity will rise "substantially above the nine million annual passengers currently handled". Meanwhile legal tourist supply is capped and shrinking: INE counted 21.304 platform-advertised tourist homes in the Balearics in May 2026, down 12,6 % in a year, and the Consell has removed more than 1.500 illegal Ibiza listings since January.

What it means for an Ibiza villa. Arrival capacity is going up while the number of homes that may legally receive those arrivals is going down. That gap is the value of an existing tourist licence. The protest is evidence of scarcity, not a signal to sell.

What to do about it. Treat the licence as the asset and make sure your registration and plazas are correctly recorded. Then read three things in your own booking record that the new dock will move: the share of nights from non-Schengen guests, how your shoulder months have behaved, and how far ahead guests book.

On Sunday 20 September thousands of people walked through Vila against the expansion of Ibiza airport. Five days earlier the Consejo de Ministros had approved the plan that pays for it. The coverage since has read like a referendum on tourism, and many owners have read it the same way: if the island is turning against visitors, perhaps this is the moment to sell.

The plan says something more specific. The state is spending to bring more people, from further away, across more of the year. The island, by its own rules, is not adding a single legal tourist bed to receive them. For anyone who already holds a licence, that is not a reason to leave.

WHAT THE STATE APPROVED

DORA III, the Documento de Regulación Aeroportuaria for 2027 to 2031, was approved by the Consejo de Ministros on 15 September 2026, with about 13.000 million euros of investment across AENA's network, according to the Ministerio de Transportes. Ibiza's share is 229,7 million euros, 202 % more than in the previous five-year period. The works listed by the Consell are a terminal expansion, a new dock for non-Schengen flights, boarding gates numbered 17 to 32, eight new jetways and apron works.

AENA's own justification document says the reform will raise capacity "substantially above the nine million annual passengers currently handled". The runway is not being extended, which is AENA's main argument that hourly operations will not rise. And the process is already moving: the 19,6 million euro contract for technical direction of the works closed for offers on 1 October 2026, as Juan A. Torres reported in Periódico de Ibiza.



WHAT THE PROTEST SAYS

The platform behind the 20 September march reads the tender documents as 55 separate actions worth about 500 million euros, as Sonia Ribas reported on 17 September; that is the platform's reading, not an AENA figure. The Consell has passed a motion against the expansion, and its president, Vicent Marí, is building a cross-party front in the Congreso and the Senado. Estimates of the crowd run from 2.000 to 5.000 depending on who counted. What nobody disputes is the direction of feeling on the island.

229,7 M €

AENA investment in **Ibiza airport**, 2027 to 2031, 202 % up on the previous five years

9 M+

Annual passengers AENA says capacity will rise **substantially above**

-12,6 %

Platform-advertised **tourist homes in the Balearics**, May 2025 to May 2026 (INE)

The airport adds gates. The island adds no licences. The gap between the two is what a licence is worth.

THE OTHER HALF: LEGAL SUPPLY IS CAPPED AND SHRINKING

Since February 2022 the Balearics have frozen new tourist plazas, with any new ones coming only through the bolsa de plazas, and Decreto ley 4/2025 tightened enforcement further. The effect shows in the official figures. INE's experimental statistics, reported by Javier Jiménez in Última Hora, counted 24.361 tourist homes advertised on platforms in the Balearics in May 2025 and 21.304 in May 2026, down 12,6 %; plazas fell from 152.759 to 134.282, down 12,1 %. Sant Josep alone had 931 such homes. In Ibiza the Consell has removed more than 1.500 illegal listings since January 2026.

INE's own caveat matters: a home that leaves a platform has not necessarily returned to residential use. Some are let privately, some stand empty. For the question here, that does not change the reading. The supply of homes that may legally be marketed to tourists is not growing, and on present policy it will not.

WHY THE NEW DOCK MATTERS MORE THAN THE VOLUME

The headline is passenger numbers, but the detail that matters to an owner is the dock. A non-Schengen pier and sixteen more gates are built for longer-haul and non-EU traffic: the United Kingdom first, and beyond it routes from outside Europe. Guests on those routes typically plan further ahead and are less tied to the European school calendar than a weekend flight from a European city.

So the expansion is a change in mix and in season as much as in volume. An owner who reads it only as more people in August misses the half that could fill May, June and October.

FROM AIRPORT TO VILLA

In any market where demand is lifted by public money and supply is held down by public rule, the scarce permit becomes the asset. A tourist licence for a detached villa in Ibiza now sits in exactly that position: the arrival side is being expanded by the state, the accommodation side is capped by the Govern and enforced by the Consell, and both are doing it in public, with dates and figures. The protest does not weaken that position, it confirms it. An island that marches against more arrivals is not about to issue more licences.



WHAT IT LEAVES AN OWNER WITH

A licence that is worth more, not less, as long as it is clean. Selling into the protest headlines would mean giving up a capped asset just as the demand side is funded for the next five years. The work is not deciding whether to stay. It is making sure the licence is as solid on paper as it is valuable in practice, and knowing which guests the new capacity is going to bring.

HOW TO READ IT IN YOUR OWN RECORD

First, the licence itself: check that your registration number, plazas and address are recorded correctly and match every listing, and understand how your registration would pass on if you sold or handed the house down. A licence is only scarce value if it survives scrutiny.

Then three readings from your own booking record, year by year. The share of nights from guests outside the Schengen area, which shows whether you already serve the traffic the new dock is built for. The shoulder months, May, June, September and October, set against July and August, which shows whether your season is already widening. And the lead time between booking and arrival, which tells you whether you are pricing early enough for guests who plan months ahead. None of it needs a consultant, only the record you already hold. We read our own record the same way and price from it, rather than from what a channel suggests.

KEY TAKEAWAYS

- On 15 September 2026 the Consejo de Ministros approved DORA III, the 2027 to 2031 airport plan, assigning 229,7 million euros to Ibiza airport, 202 % more than in the previous five years.
- The Ibiza airport works under DORA III include a terminal expansion, a new non-Schengen dock, boarding gates 17 to 32 and eight new jetways; AENA says capacity will rise substantially above nine million passengers a year.
- INE counted 21.304 platform-advertised tourist homes in the Balearics in May 2026, down 12,6 % from 24.361 in May 2025, with plazas down 12,1 % to 134.282.
- New tourist plazas in the Balearics have been frozen since February 2022, and the Consell d'Eivissa has removed more than 1.500 illegal holiday-rental listings since January 2026.
- With Ibiza's arrival capacity rising and legal tourist supply capped, an existing tourist licence for a villa is a scarce asset, and the 2026 airport protest is evidence of that scarcity rather than a signal to sell.
- An owner can test what the new Ibiza airport capacity means for them with three readings from their own record: non-Schengen share of nights, shoulder-month performance and booking lead time.

WHAT THIS NOTE DOES NOT COVER

It deals with the balance between airport capacity and legal tourist supply in Ibiza. It does not value any property or licence, explain how to obtain or transfer a registration, or forecast passenger numbers. The 500 million euro figure is the protest platform's reading of the tenders, and crowd estimates vary. INE counts platform listings, not licences.

This note is our own research and our reading of the subject, published for educational purposes only. It is not legal or tax advice: it describes the rules as we understand them and names the papers that answer the question, it assesses no particular property, and reading it creates no professional relationship. Take what you find to your own abogado, tax adviser or administrador de fincas.



ABOUT THIS NOTE

Wingman Ibiza has been letting and running villas on the island since 2014, and holds its own booking and achieved-rate record going back a decade. Our calendar is priced directly from that record rather than from a channel's suggestion. We publish the method and not the figures: what a note like this shows is how a question is answered, not what our own numbers say.