

| | Total movements (000) | Percentage Growth on Previous Year | Air transport movements (000) | Percentage Growth on Previous Year | Terminal passengers (000) | Percentage Growth on Previous Year |
|------|-----------------------------|---|--|---|---------------------------------|---|
| 1981 | 2 103 | -3.6 | 927 | -2.8 | 57 771 | - |
| 1982 | 2 113 | 0.5 | 973 | 5.0 | 58 778 | 1.7 |
| 1983 | 2 238 | 5.9 | 1 019 | 4.7 | 61 109 | 4.0 |
| 1984 | 2 363 | 5.6 | 1 079 | 5.9 | 67 572 | 10.6 |
| 1985 | 2 354 | -0.4 | 1 097 | 1.7 | 70 434 | 4.2 |
| 1986 | 2 423 | 2.9 | 1 123 | 2.4 | 75 158 | 6.7 |
| 1987 | 2 609 | 7.7 | 1 191 | 6.1 | 86 014 | 14.4 |
| 1988 | 2 893 | 10.9 | 1 279 | 7.4 | 93 164 | 8.3 |
| 1989 | 3 152 | 8.9 | 1 373 | 7.3 | 98 551 | 5.8 |
| 1990 | 3 217 | 2.0 | 1 420 | 3.5 | 102 383 | 3.9 |
| 1991 | 2 880 | -10.5 | 1 369 | -3.6 | 95 769 | -6.5 |
| 1992 | 2 810 | -2.4 | 1 448 | 5.8 | 106 122 | 10.8 |
| 1993 | 2 831 | 0.7 | 1 484 | 2.5 | 112 277 | 5.8 |
| 1994 | 2 941 | 3.9 | 1 548 | 4.3 | 122 158 | 8.8 |
| 1995 | 3 083 | 4.8 | 1 611 | 4.1 | 129 369 | 5.9 |
| 1996 | 3 083 | - | 1 685 | 4.6 | 135 809 | 5.0 |
| 1997 | 3 220 | 4.5 | 1 763 | 4.6 | 146 656 | 8.0 |
| 1998 | 3 365 | 4.5 | 1 866 | 5.9 | 158 810 | 8.3 |
| 1999 | 3 372 | 0.2 | 1 955 | 4.8 | 168 288 | 6.0 |
| 2000 | 3 381 | 0.3 | 2 041 | 4.4 | 179 825 | 6.9 |
| 2001 | 3 443 | 1.8 | 2 093 | 2.5 | 181 196 | 0.8 |
| 2002 | 3 308 | -3.9 | 2 093 | - | 188 750 | 4.2 |
| 2003 | 3 460 | 4.6 | 2 160 | 3.2 | 199 954 | 5.9 |
| 2004 | 3 524 | 1.9 | 2 277 | 5.4 | 215 688 | 7.9 |
| 2005 | 3 652 | 3.6 | 2 405 | 5.6 | 228 217 | 5.8 |
| 2006 | 3 639 | -0.4 | 2 452 | 1.9 | 235 199 | 3.1 |
| 2007 | 3 652 | 0.4 | 2 494 | 1.7 | 240 722 | 2.3 |

Notes:

- (a) Terminal Passengers on air taxi services are excluded from this table.
- (b) Air Transport Movements statistics at BAA airports include air taxi movements for the first time in 1980 except Gatwick, which began reporting air taxi movements in February, 1982 and Aberdeen where, during 1980 some air taxi movements (about 1000) were incorrectly allocated to "aero club".
- (c) Terminal passengers carried on air taxi flights at BAA airports were included for the first time in 1980 except Gatwick, which began reporting passengers on air taxi flights in February, 1982 and Aberdeen where, during 1980 some passengers travelling by air taxi were not recorded.
- (d) No data available for Southend for December 1993.
- (e) Biggin Hill began reporting June 1993.
- (f) Barra began full reporting April 1994.
- (g) Campbeltown began reporting April 1996
- (h) Sheffield began reporting June 1997
- (i) Belfast City figures estimated between January and March 1999
- (j) Newquay began reporting January 2004
- (k) Doncaster Sheffield began reporting March 2005
- (l) Excludes Channel Islands airports
- (m) See foreward, note 2.2.

Please note that figures may change overtime as each new version is produced. Information relating to an airport who has ceased to handle regular traffic/closed will be excluded from this table completely. For data concerning historical years it is recommended that you use earlier produced versions of this table.