

| | 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 |
|------|-----------------------------|---|--|---|---------------------------------|---|
| 1976 | 1 896 | -0.8 | 740 | 5.6 | 44 666 | 6.7 |
| 1977 | 1 912 | 0.8 | 759 | 2.6 | 45 927 | 2.8 |
| 1978 | 2 029 | 6.1 | 862 | 13.6 | 52 829 | 15.0 |
| 1979 | 2 198 | 8.3 | 924 | 7.2 | 56 992 | 7.9 |
| 1980 | 2 181 | -0.8 | 954 | 3.2 | 57 823 | 1.5 |
| 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 | 2 429 | 3.2 | 1 125 | 2.5 | 75 164 | 6.7 |
| 1987 | 2 616 | 7.7 | 1 193 | 6.1 | 86 021 | 14.4 |
| 1988 | 2 899 | 10.8 | 1 280 | 7.3 | 93 168 | 8.3 |
| 1989 | 3 156 | 8.9 | 1 373 | 7.2 | 98 552 | 5.8 |
| 1990 | 3 220 | 2.1 | 1 420 | 3.5 | 102 383 | 3.9 |
| 1991 | 2 883 | -10.5 | 1 369 | -3.6 | 95 770 | -6.5 |
| 1992 | 2 813 | -2.4 | 1 448 | 5.8 | 106 123 | 10.8 |
| 1993 | 2 834 | 0.7 | 1 484 | 2.5 | 112 277 | 5.8 |
| 1994 | 2 943 | 3.9 | 1 548 | 4.3 | 122 159 | 8.8 |
| 1995 | 3 086 | 4.8 | 1 611 | 4.1 | 129 369 | 5.9 |
| 1996 | 3 084 | - | 1 685 | 4.6 | 135 810 | 5.0 |
| 1997 | 3 225 | 4.6 | 1 763 | 4.6 | 146 657 | 8.0 |
| 1998 | 3 373 | 4.6 | 1 868 | 5.9 | 158 856 | 8.3 |
| 1999 | 3 381 | 0.2 | 1 958 | 4.8 | 168 363 | 6.0 |
| 2000 | 3 391 | 0.3 | 2 045 | 4.4 | 179 885 | 6.8 |
| 2001 | 3 451 | 1.8 | 2 095 | 2.4 | 181 229 | 0.7 |
| 2002 | 3 315 | -4.0 | 2 094 | - | 188 761 | 4.2 |
| 2003 | 3 470 | 4.7 | 2 160 | 3.1 | 199 952 | 5.9 |
| 2004 | 3 527 | 1.6 | 2 277 | 5.4 | 215 681 | 7.9 |

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) See foreward, note 2.2.