

Bijlage 7 - Tabellen

bij rapport 'Beleving leefomgeving rondom vliegveld Eindhoven 2014, tweede meting'

Toelichting bij tabellen

In de tabellen staan de resultaten van de eerste (2012) en tweede meting (2014) naast elkaar.

De resultaten van de tweede meting staan in de geel gekleurde kolommen.

De percentages betreffen het aandeel mensen dat een bepaald antwoord heeft gegeven op de vragenlijst.

Dit kan een aandeel zijn van de totale onderzoeksgroep (totaal), of een aandeel binnen een bepaalde zone (zone 1-5).

Vetgedrukte cijfers geven een significant verschil ($p < 0,05$) aan tussen de meting in 2012 en de meting in 2014.

Na de resultaten van zone 5 volgen enkele kolommen met toetsresultaten.

Voorbeeldtabel:

Tabel 1: Beleving leefomgeving vliegveld Eindhoven per zone / achtergrondvariabele

| | eenheid | Totaal | | Zone 1 | | Zone 2 | | Zone 3 | | Zone 4 | | Zone 5 | | Toetsresultaten | | | | | | | | | | | | | | |
|------------------------|----------|---------|-----------|-----------|-------|---------|-----------|-----------|-----------|-----------|---------|--------|-------|------------------|---------------|---|---|---|--------------|-----|-----|-----|-----|-----|-----|-----|--|---|
| | | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2014 versus 2012 | versus zone 5 | | | | tussen zones | | | | | | | | | |
| | | n=9.537 | n=8.232 | n=106 | n=105 | n=1.833 | n=1.540 | n=1.676 | n=1.732 | n=5.419 | n=4.402 | n=497 | n=453 | totaal | 1 | 2 | 3 | 4 | 5 | 1-5 | 2-5 | 3-5 | 4-5 | 1-2 | 2-3 | 3-4 | | |
| Algemene vragen | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A1 | Geslacht | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | man | % | 50 | 50 | 49 | 48 | 51 | 51 | 50 | 50 | 50 | 50 | 49 | 49 | | | | | | | | | | | | | | |
| | vrouw | % | 50 | 50 | 51 | 52 | 49 | 49 | 50 | 50 | 50 | 51 | 51 | | | | | | | | | | | | | | | |
| A2 | Leeftijd | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18-34 | % | 21 | 22 | 14 | 16 | 16 | 20 | 19 | 21 | 22 | 22 | 16 | 18 | | | | | | | | | | | | | | |
| | 35-49 | % | 28 | 26 | 23 | 18 | 28 | 23 | 31 | 27 | 28 | 26 | 26 | 23 | ↓ | ↓ | ↓ | | | | | | | | | | | |
| | 50-64 | % | 27 | 28 | 36 | 32 | 32 | 33 | 32 | 33 | 26 | 27 | 31 | 30 | | | | | | | | | | | | | | * |
| | 65+ | % | 23 | 25 | 28 | 33 | 23 | 25 | 17 | 19 | 23 | 25 | 26 | 30 | ↑ | | | | | | * | * | * | | * | * | | * |

Toetsresultaten:

2014 versus 2012

De eerste reeks betreft de toetsing tussen de eerste en de tweede meting. Een pijltje omlaag betekent een significant lager resultaat in 2014 dan in 2012, een pijltje omhoog betekent een significant hoger resultaat in 2014.

Deze toetsresultaten komen overeen met de vetgedrukte cijfers in de resultatenkolommen.

versus zone 5

De tweede reeks betreft de toetsing van de zones ten opzichte van de referentiezone (zone 5).

Een significant verschil is aangegeven met een '*'.

tussen zones

De derde reeks betreft de toetsing van de naast elkaar gelegen zones.

Een significant verschil is aangegeven met een '*'.

0 Een '0' in een cel bij de toetsresultaten betekent dat de desbetreffende toetsresultaten (door lage aantallen) niet voldoende betrouwbaar waren om weer te geven.

(lege cel) Een lege cel bij de toetsresultaten betekent dat er geen significant verschil is gevonden.

- Een '-' in een cel bij de toetsresultaten betekent dat er niet getoetst is (geen eerste meting om mee te vergelijken).

| | | Totaal | | Zone 1 | | Zone 2 | | Zone 3 | | Zone 4 | | Zone 5 | | Toetsresultaten | | | | | | | | | | | |
|-----------------------------|-----------------------------|--------|------|--------|------|--------|------|--------|------|--------|------|--------|------|------------------|---|---|---------------|---|--------------|---|---|---|---|---|---|
| | | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2014 versus 2012 | | | versus zone 5 | | tussen zones | | | | | | |
| Niet bezorgd/n.v.t. | % | 84 | 84 | 94 | 83 | 82 | 82 | 82 | 81 | 83 | 83 | 93 | 91 | | ↓ | | | * | * | * | * | | | | |
| Matig bezorgd | % | 8 | 10 | 6 | 14 | 11 | 12 | 11 | 11 | 9 | 10 | 4 | 5 | | ↑ | | | * | * | * | * | | | | |
| Erg bezorgd | % | 7 | 6 | 0,0 | 3 | 7 | 5 | 7 | 8 | 8 | 7 | 4 | 4 | | 0 | | | * | * | * | * | | | * | |
| Milieu | | | | | | | | | | | | | | | | | | | | | | | | | |
| F1 | Hinder door geluid van: | | | | | | | | | | | | | | | | | | | | | | | | |
| Verkeer > 50 km/uur | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (minstens) enigszins hinder | % | 27 | 29 | 60 | 67 | 47 | 45 | 33 | 31 | 26 | 28 | 26 | 25 | | | | * | * | * | * | * | * | * | * |
| | (minstens) hinder | % | 16 | 17 | 45 | 52 | 34 | 32 | 20 | 19 | 15 | 16 | 15 | 13 | | | | * | * | * | * | * | * | * | * |
| | ernstige hinder | % | 6 | 6 | 24 | 30 | 18 | 18 | 10 | 8 | 5 | 6 | 5 | 5 | | | | * | * | * | * | * | * | * | * |
| Verkeer < 50 km/uur | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (minstens) enigszins hinder | % | 36 | 37 | 23 | 38 | 40 | 38 | 38 | 35 | 36 | 37 | 31 | 30 | | | | | * | * | * | * | * | * | * |
| | (minstens) hinder | % | 22 | 22 | 13 | 24 | 27 | 21 | 22 | 20 | 22 | 23 | 21 | 17 | | ↓ | | | * | * | * | * | * | * | * |
| | ernstige hinder | % | 9 | 9 | 4 | 10 | 11 | 10 | 8 | 9 | 9 | 10 | 9 | 7 | | | | | * | * | * | * | * | * | * |
| Buren | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (minstens) enigszins hinder | % | 28 | 32 | 8 | 15 | 24 | 25 | 32 | 30 | 29 | 33 | 21 | 24 | ↑ | | | | * | * | * | * | * | * | * |
| | (minstens) hinder | % | 16 | 19 | 5 | 10 | 14 | 15 | 19 | 18 | 17 | 19 | 12 | 17 | ↑ | | | | * | * | * | * | * | * | * |
| | ernstige hinder | % | 6 | 8 | 3 | 2 | 5 | 6 | 8 | 7 | 7 | 9 | 4 | 7 | ↑ | | | | * | * | * | * | * | * | * |
| Treinen | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (minstens) enigszins hinder | % | 6 | 7 | 9 | 21 | 12 | 12 | 22 | 22 | 4 | 5 | 9 | 12 | | | | * | * | * | * | * | * | * | * |
| | (minstens) hinder | % | 3 | 3 | 6 | 12 | 6 | 5 | 11 | 11 | 2 | 2 | 4 | 6 | | | | * | * | * | * | * | * | * | * |
| | ernstige hinder | % | 0,8 | 1 | 0,2 | 1 | 3 | 2 | 4 | 4 | 0,4 | 0,6 | 1 | 2 | 0 | | | * | * | * | * | * | * | * | * |
| Totaal vliegverkeer | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (minstens) enigszins hinder | % | 35 | 41 | 90 | 98 | 75 | 77 | 64 | 67 | 33 | 39 | 18 | 24 | ↑ | ↑ | | | * | * | * | * | * | * | * |
| | (minstens) hinder | % | 20 | 25 | 82 | 93 | 59 | 62 | 44 | 49 | 18 | 23 | 9 | 12 | ↑ | ↑ | | | * | * | * | * | * | * | * |
| | ernstige hinder | % | 8 | 11 | 70 | 78 | 39 | 42 | 22 | 29 | 7 | 9 | 2 | 4 | ↑ | | | 0 | * | * | * | * | * | * | * |
| -burger vliegverkeer | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (minstens) enigszins hinder | % | 34 | 39 | 83 | 97 | 74 | 76 | 61 | 65 | 32 | 37 | 15 | 22 | ↑ | ↑ | | | * | * | * | * | * | * | * |
| | (minstens) hinder | % | 20 | 24 | 77 | 91 | 58 | 62 | 42 | 48 | 18 | 22 | 7 | 11 | ↑ | ↑ | | | * | * | * | * | * | * | * |
| | ernstige hinder | % | 8 | 11 | 70 | 78 | 38 | 42 | 19 | 25 | 7 | 9 | 2 | 3 | ↑ | | | * | * | * | * | * | * | * | * |
| -militair vliegverkeer | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (minstens) enigszins hinder | % | 39 | 44 | 89 | 94 | 73 | 76 | 67 | 69 | 37 | 43 | 19 | 22 | ↑ | | | * | * | * | * | * | * | * | * |
| | (minstens) hinder | % | 24 | 28 | 83 | 87 | 57 | 62 | 48 | 52 | 22 | 27 | 11 | 11 | ↑ | ↑ | | * | * | * | * | * | * | * | * |
| | ernstige hinder | % | 12 | 14 | 75 | 78 | 40 | 44 | 27 | 33 | 11 | 12 | 4 | 4 | ↑ | | | 0 | * | * | * | * | * | * | * |
| Grondactiviteiten vliegveld | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (minstens) enigszins hinder | % | 13 | 15 | 67 | 73 | 27 | 28 | 32 | 38 | 12 | 14 | 2 | 2 | ↑ | | | * | * | * | * | * | * | * | * |
| | (minstens) hinder | % | 7 | 8 | 63 | 68 | 19 | 22 | 20 | 28 | 7 | 7 | 1 | 0,9 | | | | * | * | * | * | * | * | * | * |
| | ernstige hinder | % | 3 | 4 | 49 | 49 | 11 | 13 | 8 | 15 | 3 | 3 | 0,1 | 0,0 | | | | 0 | 0 | 0 | 0 | * | * | * | * |
| Bedrijven / industrie | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (minstens) enigszins hinder | % | 9 | 9 | 20 | 34 | 17 | 15 | 17 | 16 | 9 | 9 | 5 | 4 | | | | * | * | * | * | * | * | * | * |
| | (minstens) hinder | % | 4 | 4 | 13 | 20 | 8 | 7 | 8 | 8 | 4 | 3 | 2 | 2 | | | | * | * | * | * | * | * | * | * |
| | ernstige hinder | % | 1 | 1 | 8 | 6 | 3 | 3 | 2 | 2 | 1 | 1 | 0,4 | 1 | | | | * | * | * | * | * | * | * | * |
| Bromfietsen / -scooters | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (minstens) enigszins hinder | % | 41 | 40 | 29 | 30 | 36 | 36 | 44 | 39 | 42 | 41 | 36 | 34 | | | | * | * | * | * | * | * | * | * |
| | (minstens) hinder | % | 23 | 22 | 17 | 17 | 19 | 19 | 22 | 22 | 24 | 22 | 20 | 18 | ↓ | | | * | * | * | * | * | * | * | * |
| | ernstige hinder | % | 8 | 8 | 8 | 8 | 6 | 6 | 8 | 7 | 9 | 8 | 6 | 6 | | | | * | * | * | * | * | * | * | * |
| Horeca | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (minstens) enigszins hinder | % | 9 | 12 | 7 | 16 | 13 | 15 | 9 | 12 | 9 | 12 | 7 | 9 | ↑ | | | * | * | * | * | * | * | * | * |
| | (minstens) hinder | % | 4 | 5 | 4 | 8 | 7 | 9 | 3 | 6 | 4 | 5 | 3 | 5 | | | | * | * | * | * | * | * | * | * |
| | ernstige hinder | % | 2 | 2 | 2 | 4 | 4 | 5 | 2 | 3 | 2 | 2 | 0,8 | 2 | | | | * | * | * | * | * | * | * | * |
| Bouw- en sloopactiviteiten | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (minstens) enigszins hinder | % | 13 | 16 | 11 | 12 | 13 | 13 | 11 | 14 | 14 | 17 | 9 | 10 | ↑ | | | * | * | * | * | * | * | * | * |
| | (minstens) hinder | % | 7 | 7 | 9 | 8 | 6 | 5 | 4 | 6 | 7 | 8 | 4 | 6 | | | | * | * | * | * | * | * | * | * |
| | ernstige hinder | % | 2 | 2 | 7 | 5 | 1 | 2 | 0,9 | 1 | 3 | 3 | 1 | 1 | | | | * | * | * | * | * | * | * | * |
| F2 | Hinder door geur van: | | | | | | | | | | | | | | | | | | | | | | | | |
| Verkeer > 50 km/uur | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (minstens) enigszins hinder | % | 10 | 11 | 40 | 34 | 17 | 19 | 12 | 15 | 10 | 10 | 8 | 7 | | | | * | * | * | * | * | * | * | * |
| | (minstens) hinder | % | 6 | 6 | 24 | 26 | 10 | 12 | 6 | 8 | 5 | 5 | 5 | 3 | | | | * | * | * | * | * | * | * | * |
| | ernstige hinder | % | 2 | 2 | 14 | 6 | 4 | 4 | 2 | 3 | 2 | 2 | 1 | 2 | | | | * | * | * | * | * | * | * | * |
| Verkeer < 50 km/uur | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | Totaal | | Zone 1 | | Zone 2 | | Zone 3 | | Zone 4 | | Zone 5 | | Toetsresultaten | | | | | | | |
|---|---|--------|------|--------|------|--------|------|--------|------|--------|------|--------|------|------------------|---|---|---------------|---|--------------|---|---|
| | | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2014 versus 2012 | | | versus zone 5 | | tussen zones | | |
| (minstens) enigszins hinder | % | 14 | 15 | 21 | 32 | 17 | 16 | 14 | 15 | 15 | 15 | 11 | 11 | | | | | * | * | * | * |
| (minstens) hinder | % | 8 | 8 | 7 | 18 | 9 | 8 | 7 | 7 | 8 | 8 | 7 | 6 | | | | | * | * | * | * |
| ernstige hinder | % | 3 | 3 | 3 | 0,3 | 3 | 3 | 3 | 2 | 3 | 3 | 4 | 2 | 0 | | | | 0 | | | 0 |
| Buren | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | % | 13 | 15 | 13 | 12 | 15 | 13 | 15 | 15 | 13 | 16 | 8 | 12 | ↑ | | | | ↑ | ↑ | | |
| (minstens) hinder | % | 7 | 9 | 10 | 7 | 8 | 8 | 7 | 7 | 8 | 10 | 4 | 8 | ↑ | | | | ↑ | ↑ | | * |
| ernstige hinder | % | 3 | 4 | 5 | 2 | 4 | 3 | 3 | 3 | 3 | 4 | 2 | 5 | ↑ | | | | ↑ | ↑ | | * |
| Totaal vliegverkeer | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | % | 9 | 12 | 75 | 79 | 28 | 32 | 19 | 25 | 9 | 12 | 3 | 3 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | * | * |
| (minstens) hinder | % | 5 | 7 | 63 | 70 | 20 | 24 | 11 | 17 | 4 | 6 | 1 | 1 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | 0 | * |
| ernstige hinder | % | 2 | 3 | 47 | 49 | 11 | 15 | 4 | 7 | 2 | 2 | 0,3 | 0,7 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | * | * |
| -burger vliegverkeer | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | % | 9 | 11 | 72 | 81 | 29 | 29 | 18 | 23 | 8 | 10 | 3 | 3 | ↑ | | | | ↑ | ↑ | * | * |
| (minstens) hinder | % | 5 | 6 | 64 | 71 | 21 | 22 | 11 | 15 | 4 | 6 | 2 | 1 | ↑ | | | | ↑ | ↑ | 0 | * |
| ernstige hinder | % | 2 | 2 | 43 | 46 | 11 | 13 | 5 | 7 | 2 | 2 | 0,6 | 0 | | | | | ↑ | ↑ | 0 | 0 |
| -militair vliegverkeer | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | % | 10 | 12 | 73 | 81 | 28 | 30 | 19 | 23 | 9 | 11 | 3 | 3 | ↑ | | | | ↑ | ↑ | * | * |
| (minstens) hinder | % | 5 | 7 | 63 | 71 | 20 | 23 | 12 | 16 | 5 | 6 | 2 | 1 | ↑ | | | | ↑ | ↑ | 0 | * |
| ernstige hinder | % | 3 | 3 | 46 | 45 | 12 | 13 | 6 | 8 | 2 | 2 | 0,5 | 0,9 | | | | | ↑ | ↑ | * | * |
| Grondactiviteiten vliegveld | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | % | 5 | 5 | 53 | 50 | 12 | 13 | 12 | 15 | 4 | 5 | 0,7 | 0,8 | | | | | ↑ | ↑ | 0 | 0 |
| (minstens) hinder | % | 2 | 3 | 45 | 44 | 8 | 9 | 7 | 11 | 2 | 2 | 0,5 | 0 | ↑ | | | | ↑ | ↑ | 0 | 0 |
| ernstige hinder | % | 1 | 1 | 35 | 35 | 4 | 4 | 3 | 5 | 1 | 0,9 | 0,2 | 0 | | | | | ↑ | ↑ | 0 | 0 |
| Landbouw- en veeteeltactiviteiten | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | % | 12 | 13 | 34 | 47 | 25 | 27 | 13 | 15 | 11 | 12 | 13 | 14 | ↑ | | | | | | * | * |
| (minstens) hinder | % | 6 | 7 | 15 | 26 | 15 | 15 | 6 | 8 | 5 | 6 | 6 | 7 | | | | | | | * | * |
| ernstige hinder | % | 2 | 2 | 3 | 7 | 5 | 6 | 2 | 2 | 2 | 2 | 2 | 3 | | | | | | | * | * |
| Bedrijven / industrie | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | % | 11 | 13 | 14 | 22 | 20 | 22 | 23 | 26 | 11 | 13 | 4 | 5 | ↑ | | | | ↑ | ↑ | * | * |
| (minstens) hinder | % | 6 | 8 | 11 | 15 | 12 | 14 | 14 | 16 | 6 | 8 | 2 | 2 | ↑ | | | | ↑ | ↑ | * | * |
| ernstige hinder | % | 3 | 3 | 3 | 3 | 4 | 6 | 6 | 8 | 2 | 3 | 0,4 | 0,6 | ↑ | | | | ↑ | ↑ | * | * |
| Open haarden, allesbranders | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | % | 21 | 24 | 13 | 21 | 27 | 27 | 25 | 28 | 21 | 24 | 21 | 22 | ↑ | | | | | | * | * |
| (minstens) hinder | % | 11 | 13 | 9 | 12 | 15 | 17 | 15 | 16 | 10 | 13 | 12 | 13 | ↑ | | | | | | * | * |
| ernstige hinder | % | 5 | 6 | 6 | 6 | 7 | 7 | 7 | 6 | 5 | 6 | 5 | 6 | | | | | | | * | * |
| bouw- en sloopactiviteiten | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | % | 6 | 6 | 14 | 9 | 6 | 7 | 4 | 5 | 6 | 6 | 3 | 4 | | | | | | | * | * |
| (minstens) hinder | % | 2 | 3 | 12 | 5 | 3 | 2 | 1 | 1 | 3 | 3 | 1 | 2 | | | | | | | * | * |
| ernstige hinder | % | 0,8 | 0,8 | 2 | 0,2 | 0,6 | 0,5 | 0 | 0,3 | 1 | 0,8 | 0,5 | 0,4 | 0 | | | | | | 0 | 0 |
| Horeca | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | % | 5 | 5 | 1 | 8 | 7 | 7 | 5 | 4 | 5 | 5 | 4 | 4 | | | | | | | * | * |
| (minstens) hinder | % | 2 | 2 | 1 | 4 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | | | | | | | * | * |
| ernstige hinder | % | 0,9 | 0,7 | 0 | 3 | 1 | 1 | 0,6 | 0,5 | 1 | 0,7 | 0,8 | 1 | 0 | | | | | | * | * |
| F3 Hinder door stof, roet, rook van: | | | | | | | | | | | | | | | | | | | | | |
| Verkeer > 50 km/uur | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | % | 12 | 12 | 40 | 39 | 20 | 21 | 14 | 17 | 12 | 11 | 9 | 7 | | | | | | | * | * |
| (minstens) hinder | % | 7 | 7 | 24 | 31 | 13 | 14 | 8 | 10 | 7 | 6 | 6 | 4 | | | | | | | * | * |
| ernstige hinder | % | 3 | 3 | 13 | 14 | 6 | 7 | 4 | 4 | 3 | 3 | 2 | 2 | | | | | | | * | * |
| Verkeer < 50 km/uur | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | % | 15 | 15 | 24 | 31 | 19 | 19 | 16 | 17 | 16 | 15 | 11 | 10 | | | | | | | * | * |
| (minstens) hinder | % | 9 | 9 | 10 | 21 | 11 | 9 | 9 | 9 | 9 | 9 | 8 | 6 | | | | | | | * | * |
| ernstige hinder | % | 4 | 3 | 3 | 6 | 4 | 4 | 3 | 3 | 4 | 3 | 4 | 3 | | | | | | | * | * |
| Totaal vliegverkeer | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | % | 8 | 11 | 68 | 78 | 26 | 32 | 17 | 23 | 7 | 10 | 4 | 3 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | * | * |
| (minstens) hinder | % | 5 | 6 | 61 | 69 | 19 | 23 | 11 | 16 | 4 | 5 | 2 | 1 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | 0 | 0 |
| ernstige hinder | % | 2 | 3 | 50 | 56 | 12 | 16 | 5 | 9 | 2 | 2 | 0,2 | 0,7 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | * | * |
| -burger vliegverkeer | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | % | 8 | 10 | 69 | 77 | 26 | 31 | 17 | 23 | 7 | 9 | 4 | 3 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | * | * |
| (minstens) hinder | % | 5 | 6 | 60 | 66 | 19 | 23 | 12 | 15 | 4 | 5 | 2 | 1 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | 0 | 0 |

| | Totaal | | Zone 1 | | Zone 2 | | Zone 3 | | Zone 4 | | Zone 5 | | Toetsresultaten | | | | | | | | | |
|--|--------|------|--------|------|--------|------|--------|------|--------|------|--------|------|------------------|---|---|---|---------------|---|--------------|---|---|---|
| | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2014 versus 2012 | | | | versus zone 5 | | tussen zones | | | |
| Verkeer > 50 km/uur | | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | 12 | 12 | 38 | 25 | 23 | 25 | 15 | 15 | 12 | 12 | 10 | 10 | | | | | * | * | * | * | * | * |
| (minstens) hinder | 7 | 7 | 20 | 21 | 15 | 16 | 8 | 9 | 7 | 6 | 6 | 5 | | | | | * | * | * | * | * | * |
| ernstige hinder | 3 | 3 | 7 | 6 | 7 | 8 | 3 | 4 | 3 | 3 | 2 | 2 | | | | | | | | | | * |
| Verkeer < 50 km/uur | | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | 18 | 19 | 14 | 20 | 21 | 23 | 18 | 20 | 19 | 19 | 14 | 13 | | | | | * | * | * | * | * | * |
| (minstens) hinder | 11 | 10 | 7 | 14 | 13 | 13 | 9 | 10 | 11 | 11 | 7 | 7 | | | | | | | | | | * |
| ernstige hinder | 4 | 4 | 2 | 6 | 6 | 6 | 3 | 4 | 4 | 4 | 4 | 3 | | | | | | | | | | * |
| Buren | | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | 18 | 20 | 8 | 10 | 14 | 15 | 21 | 19 | 18 | 20 | 16 | 15 | | | | | | | | | | * |
| (minstens) hinder | 10 | 11 | 5 | 6 | 8 | 9 | 11 | 10 | 10 | 11 | 10 | 10 | ↑ | | | | * | | | | | * |
| ernstige hinder | 4 | 5 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 2 | 6 | ↑ | | | | | | | | | * |
| Treinen | | | | | | | | | | | | | | | | | | | | | | * |
| (minstens) enigszins hinder | 3 | 4 | 4 | 9 | 7 | 7 | 11 | 11 | 2 | 3 | 7 | 7 | | | | | | | | | | * |
| (minstens) hinder | 1 | 2 | 2 | 2 | 5 | 4 | 5 | 6 | 0,8 | 1 | 3 | 4 | | | | | | | | | | * |
| ernstige hinder | 0,4 | 0,5 | 0,9 | 0,7 | 2 | 2 | 2 | 2 | 0,2 | 0,4 | 0,9 | 0,7 | | | | | | | | | | * |
| Totaal vliegverkeer | | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | 11 | 15 | 70 | 80 | 32 | 42 | 22 | 29 | 9 | 14 | 5 | 5 | ↑ | ↑ | ↑ | ↑ | 0 | * | * | * | * | 0 |
| (minstens) hinder | 6 | 9 | 59 | 70 | 23 | 30 | 13 | 20 | 5 | 8 | 3 | 3 | ↑ | ↑ | ↑ | ↑ | 0 | * | * | * | * | 0 |
| ernstige hinder | 3 | 4 | 42 | 54 | 13 | 19 | 6 | 11 | 2 | 3 | 0,8 | 1 | ↑ | ↑ | ↑ | ↑ | * | * | * | * | * | * |
| -burger vliegverkeer | | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | 10 | 14 | 68 | 81 | 32 | 41 | 22 | 28 | 9 | 13 | 4 | 5 | ↑ | ↑ | ↑ | ↑ | 0 | * | * | * | * | 0 |
| (minstens) hinder | 6 | 8 | 56 | 69 | 23 | 31 | 13 | 20 | 5 | 7 | 2 | 3 | ↑ | ↑ | ↑ | ↑ | 0 | * | * | * | * | 0 |
| ernstige hinder | 3 | 4 | 41 | 53 | 13 | 19 | 6 | 10 | 2 | 3 | 0,4 | 0,4 | ↑ | ↑ | ↑ | ↑ | * | * | * | * | * | * |
| -militair vliegverkeer | | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | 12 | 17 | 66 | 78 | 33 | 41 | 24 | 30 | 11 | 16 | 5 | 6 | ↑ | ↑ | ↑ | ↑ | 0 | * | * | * | * | 0 |
| (minstens) hinder | 7 | 10 | 56 | 69 | 23 | 31 | 15 | 22 | 6 | 9 | 3 | 4 | ↑ | ↑ | ↑ | ↑ | 0 | * | * | * | * | 0 |
| ernstige hinder | 4 | 5 | 44 | 54 | 14 | 20 | 8 | 12 | 3 | 4 | 0,6 | 2 | ↑ | ↑ | ↑ | ↑ | 0 | * | * | * | * | 0 |
| Grondactiviteiten vliegveld | | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | 4 | 6 | 49 | 50 | 10 | 13 | 12 | 17 | 4 | 5 | 1 | 0,9 | | ↑ | ↑ | | * | * | * | * | * | * |
| (minstens) hinder | 3 | 3 | 37 | 37 | 7 | 9 | 8 | 12 | 2 | 3 | 0,3 | 0,1 | | ↑ | ↑ | | * | * | * | * | * | * |
| ernstige hinder | 1 | 2 | 29 | 24 | 4 | 5 | 4 | 7 | 0,9 | 1 | 0,0 | 0 | | | | | 0 | 0 | 0 | 0 | * | * |
| Bedrijven / industrie | | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | 4 | 4 | 11 | 19 | 7 | 6 | 6 | 7 | 4 | 4 | 2 | 3 | | | | | * | * | * | * | * | * |
| (minstens) hinder | 2 | 2 | 8 | 11 | 4 | 3 | 3 | 4 | 2 | 2 | 0,4 | 2 | | | | | * | * | * | * | * | * |
| ernstige hinder | 0,5 | 0,6 | 7 | 6 | 2 | 1 | 1 | 2 | 0,5 | 0,5 | 0,3 | 0,8 | | | | | * | * | * | * | * | * |
| Bromfietsen / -scooters | | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | 24 | 24 | 13 | 17 | 21 | 24 | 25 | 26 | 25 | 24 | 20 | 20 | | | | | | | * | * | * | * |
| (minstens) hinder | 14 | 13 | 3 | 11 | 12 | 12 | 14 | 14 | 14 | 14 | 11 | 9 | ↑ | | | | | | * | * | * | * |
| ernstige hinder | 6 | 5 | 2 | 6 | 4 | 5 | 5 | 4 | 6 | 5 | 4 | 5 | | | | | | | | | | * |
| Horeca | | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | 7 | 8 | 2 | 6 | 10 | 12 | 6 | 9 | 7 | 8 | 5 | 7 | ↑ | ↑ | ↑ | | * | * | * | * | * | * |
| (minstens) hinder | 3 | 4 | 2 | 5 | 5 | 8 | 3 | 5 | 4 | 4 | 2 | 3 | | | | | * | * | * | * | * | * |
| ernstige hinder | 1 | 2 | 0,1 | 3 | 3 | 4 | 2 | 2 | 1 | 1 | 1 | 2 | | 0 | | | | | | | | * |
| Bouw- en sloopactiviteiten | | | | | | | | | | | | | | | | | | | | | | |
| (minstens) enigszins hinder | 7 | 7 | 8 | 10 | 6 | 7 | 4 | 6 | 8 | 8 | 5 | 4 | | | | | | | | | | * |
| (minstens) hinder | 4 | 4 | 6 | 7 | 3 | 3 | 2 | 3 | 4 | 4 | 2 | 2 | | | | | | | | | | * |
| ernstige hinder | 2 | 1 | 6 | 5 | 0,6 | 1 | 0,7 | 1 | 2 | 1 | 1 | 0,9 | | | | | | | | | | * |
| F6 Tijdsperiode van slaapverstoring door geluid vliegverkeer | | | | | | | | | | | | | | | | | | | | | | |
| 06.00 - 08.00 (vroeg ochtend) | 8 | 11 | 48 | 52 | 24 | 29 | 15 | 22 | 7 | 10 | 4 | 5 | ↑ | ↑ | ↑ | ↑ | * | * | * | * | * | * |
| 08.00 - 18.00 (overdag) | 8 | 8 | 28 | 18 | 20 | 13 | 14 | 13 | 8 | 8 | 5 | 6 | | | ↓ | | * | * | * | * | * | * |
| 18.00 - 22.00 (avond) | 7 | 8 | 26 | 16 | 15 | 14 | 10 | 10 | 7 | 8 | 4 | 3 | | | | | * | * | * | * | * | * |
| 22.00 - 23.00 (late avond) | 8 | 13 | 37 | 60 | 15 | 31 | 14 | 21 | 8 | 13 | 3 | 5 | ↑ | ↑ | ↑ | ↑ | * | * | * | * | * | * |
| 23.00 - 06.00 (nacht) | 7 | 11 | 20 | 52 | 13 | 26 | 11 | 16 | 7 | 11 | 6 | 4 | ↑ | ↑ | ↑ | ↑ | * | * | * | * | * | * |
| niet van toepassing | 75 | 69 | 23 | 15 | 49 | 42 | 61 | 54 | 76 | 70 | 84 | 83 | ↓ | ↓ | ↓ | ↓ | * | * | * | * | * | * |
| F7 Frequentie van slaapverstoring door geluid vliegverkeer in afgelopen jaar | | | | | | | | | | | | | | | | | | | | | | |

| | | Totaal | | Zone 1 | | Zone 2 | | Zone 3 | | Zone 4 | | Zone 5 | | Toetsresultaten | | | | | | | | |
|---|---|--------|------|--------|------|--------|------|--------|------|--------|------|--------|------|------------------|---|---|---------------|---|--------------|---|---|---|
| | | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2014 versus 2012 | | | versus zone 5 | | tussen zones | | | |
| Achteruitgang | % | 19 | 18 | 23 | 13 | 19 | 20 | 18 | 15 | 20 | 19 | 14 | 16 | | | | | | * | * | * | |
| Geen verandering | % | 73 | 75 | 73 | 79 | 75 | 75 | 73 | 78 | 72 | 74 | 79 | 82 | | | | | | * | * | * | |
| Speelmogelijkheden | | | | | | | | | | | | | | | | | | | | | | |
| Vooruitgang | % | 9 | 9 | 2 | 0 | 7 | 8 | 13 | 12 | 10 | 10 | 3 | 5 | | | | | | * | * | * | |
| Achteruitgang | % | 11 | 9 | 0,0 | 2 | 8 | 7 | 13 | 10 | 11 | 9 | 13 | 10 | ↓ | 0 | | | | * | * | * | |
| Geen verandering | % | 80 | 82 | 98 | 98 | 85 | 86 | 74 | 78 | 79 | 81 | 84 | 85 | | | | | | * | * | * | |
| Groen | | | | | | | | | | | | | | | | | | | | | | |
| Vooruitgang | % | 10 | 9 | 2 | 4 | 6 | 7 | 10 | 7 | 10 | 9 | 9 | 6 | | | | | | * | * | * | |
| Achteruitgang | % | 18 | 19 | 15 | 10 | 15 | 19 | 21 | 19 | 17 | 19 | 26 | 22 | | | | | | * | * | * | |
| Geen verandering | % | 72 | 72 | 84 | 86 | 78 | 75 | 68 | 74 | 73 | 71 | 65 | 72 | | | | | | * | * | * | |
| G2 Verandering milieusituatie agv vliegverkeer in de afgelopen 2 jaren: | | | | | | | | | | | | | | | | | | | | | | |
| Veel vooruitgang | | | 1 | | 0 | | 2 | | 2 | | 1 | | 0 | - | - | - | - | - | 0 | 0 | 0 | 0 |
| Enige vooruitgang | | | 3 | | 2 | | 3 | | 3 | | 3 | | 3 | - | - | - | - | - | * | * | * | * |
| Geen verandering | | | 70 | | 18 | | 37 | | 51 | | 71 | | 80 | - | - | - | - | - | * | * | * | * |
| Enige achteruitgang | | | 18 | | 25 | | 28 | | 25 | | 18 | | 15 | - | - | - | - | - | 0 | * | * | * |
| Veel achteruitgang | | | 8 | | 56 | | 30 | | 19 | | 6 | | 3 | - | - | - | - | - | 0 | * | * | * |
| G3 Verwachte vandering in de buurt in het komende jaar: | | | | | | | | | | | | | | | | | | | | | | |
| Onderhoud | | | | | | | | | | | | | | | | | | | | | | |
| Vooruitgang | % | 17 | 16 | 14 | 6 | 13 | 9 | 18 | 16 | 17 | 17 | 17 | 8 | | | | | | * | * | * | |
| Achteruitgang | % | 16 | 21 | 15 | 12 | 15 | 19 | 18 | 22 | 16 | 20 | 18 | 25 | ↑ | ↓ | ↑ | ↑ | ↑ | * | * | * | |
| Geen verandering | % | 67 | 64 | 71 | 82 | 72 | 72 | 64 | 62 | 67 | 63 | 65 | 66 | ↓ | ↑ | ↓ | ↓ | ↓ | * | * | * | |
| Veiligheid agv criminaliteit | | | | | | | | | | | | | | | | | | | | | | |
| Vooruitgang | % | 12 | 13 | 0,0 | 7 | 7 | 10 | 14 | 15 | 13 | 13 | 6 | 5 | | 0 | ↑ | ↓ | ↓ | * | * | * | |
| Achteruitgang | % | 17 | 20 | 17 | 17 | 18 | 18 | 19 | 24 | 17 | 20 | 14 | 14 | ↑ | ↑ | ↑ | ↑ | ↑ | * | * | * | |
| Geen verandering | % | 71 | 68 | 83 | 76 | 75 | 71 | 68 | 61 | 70 | 67 | 80 | 81 | ↓ | ↓ | ↓ | ↓ | ↓ | * | * | * | |
| Mensen in de buurt | | | | | | | | | | | | | | | | | | | | | | |
| Vooruitgang | % | 6 | 7 | 2 | 6 | 3 | 5 | 8 | 9 | 6 | 8 | 4 | 5 | ↑ | ↓ | ↓ | ↓ | ↓ | * | * | * | |
| Achteruitgang | % | 8 | 10 | 3 | 4 | 6 | 5 | 8 | 8 | 9 | 11 | 4 | 6 | ↑ | ↓ | ↓ | ↓ | ↓ | * | * | * | |
| Geen verandering | % | 86 | 83 | 95 | 90 | 91 | 90 | 84 | 83 | 85 | 82 | 92 | 89 | ↓ | ↓ | ↓ | ↓ | ↓ | * | * | * | |
| Milieusituatie agv wegverkeer | | | | | | | | | | | | | | | | | | | | | | |
| Vooruitgang | % | 5 | 5 | 1 | 6 | 8 | 4 | 6 | 6 | 6 | 6 | 3 | 2 | | ↑ | ↓ | ↓ | ↓ | * | * | * | |
| Achteruitgang | % | 15 | 16 | 59 | 28 | 24 | 26 | 17 | 20 | 15 | 16 | 9 | 12 | ↓ | ↓ | ↓ | ↓ | ↓ | * | * | * | |
| Geen verandering | % | 80 | 79 | 40 | 65 | 68 | 69 | 77 | 74 | 80 | 79 | 88 | 86 | ↑ | ↑ | ↑ | ↑ | ↑ | * | * | * | |
| Milieusituatie agv vliegverkeer | | | | | | | | | | | | | | | | | | | | | | |
| Vooruitgang | % | 4 | 5 | 3 | 5 | 7 | 5 | 7 | 7 | 4 | 5 | 2 | 2 | | | | | | * | * | * | |
| Achteruitgang | % | 15 | 24 | 75 | 78 | 41 | 51 | 28 | 41 | 14 | 22 | 7 | 15 | ↑ | ↑ | ↑ | ↑ | ↑ | * | * | * | |
| Geen verandering | % | 80 | 71 | 22 | 17 | 52 | 43 | 65 | 52 | 82 | 73 | 91 | 83 | ↓ | ↓ | ↓ | ↓ | ↓ | * | * | * | |
| Voorzieningen | | | | | | | | | | | | | | | | | | | | | | |
| Vooruitgang | % | 14 | 12 | 5 | 5 | 10 | 8 | 15 | 11 | 15 | 13 | 13 | 5 | ↓ | ↓ | ↓ | ↓ | ↓ | * | * | * | |
| Achteruitgang | % | 7 | 10 | 3 | 6 | 12 | 13 | 8 | 12 | 7 | 10 | 6 | 10 | ↑ | ↑ | ↑ | ↑ | ↑ | * | * | * | |
| Geen verandering | % | 79 | 77 | 92 | 89 | 78 | 80 | 77 | 77 | 78 | 76 | 81 | 85 | | | | | | * | * | * | |
| Parkeergelegenheid | | | | | | | | | | | | | | | | | | | | | | |
| Vooruitgang | % | 8 | 7 | 0,9 | 0 | 6 | 5 | 10 | 6 | 8 | 8 | 7 | 4 | | 0 | ↓ | ↓ | ↓ | 0 | * | * | |
| Achteruitgang | % | 16 | 16 | 2 | 0,8 | 10 | 9 | 12 | 12 | 17 | 17 | 12 | 11 | | | | | | * | * | * | |
| Geen verandering | % | 76 | 77 | 98 | 99 | 84 | 86 | 78 | 82 | 75 | 75 | 81 | 85 | | | | | | * | * | * | |
| Verkeersveiligheid | | | | | | | | | | | | | | | | | | | | | | |
| Vooruitgang | % | 10 | 10 | 1 | 5 | 9 | 7 | 13 | 11 | 10 | 10 | 9 | 4 | | | | | | * | * | * | |
| Achteruitgang | % | 15 | 15 | 19 | 9 | 13 | 15 | 12 | 11 | 16 | 15 | 11 | 13 | | | | | | * | * | * | |
| Geen verandering | % | 75 | 76 | 80 | 86 | 78 | 79 | 75 | 78 | 74 | 75 | 80 | 84 | | | | | | * | * | * | |
| Speelmogelijkheden | | | | | | | | | | | | | | | | | | | | | | |
| Vooruitgang | % | 10 | 9 | 0,6 | 0,8 | 7 | 6 | 15 | 9 | 11 | 10 | 6 | 5 | | | | | | * | * | * | |
| Achteruitgang | % | 8 | 7 | 4 | 4 | 5 | 6 | 8 | 6 | 8 | 7 | 8 | 8 | | | | | | * | * | * | |
| Geen verandering | % | 82 | 84 | 95 | 96 | 88 | 89 | 77 | 84 | 82 | 83 | 86 | 86 | | | | | | * | * | * | |
| Groen | | | | | | | | | | | | | | | | | | | | | | |
| Vooruitgang | % | 14 | 11 | 9 | 2 | 9 | 9 | 16 | 9 | 14 | 12 | 13 | 6 | ↓ | ↓ | ↓ | ↓ | ↓ | * | * | * | |
| Achteruitgang | % | 13 | 15 | 8 | 6 | 11 | 13 | 14 | 16 | 13 | 15 | 17 | 18 | ↑ | ↑ | ↑ | ↑ | ↑ | * | * | * | |
| Geen verandering | % | 73 | 73 | 83 | 92 | 80 | 78 | 70 | 75 | 74 | 73 | 69 | 76 | | | | | | * | * | * | |

| | Totaal | | Zone 1 | | Zone 2 | | Zone 3 | | Zone 4 | | Zone 5 | | Toetsresultaten | | | | | | | | | | | |
|---|--------|------|--------|------|--------|------|--------|------|--------|------|--------|------|------------------|---|---|---------------|---|--------------|---|---|---|---|---|---|
| | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2014 versus 2012 | | | versus zone 5 | | tussen zones | | | | | | |
| G4 Verwachte verandering milieusituatie agv vliegverkeer in de komende 2 jaren: | | | | | | | | | | | | | | | | | | | | | | | | |
| Veel vooruitgang | | 2 | | 0,6 | | 3 | | 3 | | 2 | | 0,2 | - | - | - | - | - | 0 | * | * | * | 0 | * | * |
| Enige vooruitgang | | 6 | | 1 | | 6 | | 9 | | 7 | | 4 | - | - | - | - | - | * | * | * | * | * | * | * |
| Geen verandering | | 57 | | 11 | | 27 | | 37 | | 58 | | 73 | - | - | - | - | - | * | * | * | * | * | * | * |
| Enige achteruitgang | | 25 | | 23 | | 31 | | 30 | | 25 | | 20 | - | - | - | - | - | * | * | * | * | * | * | * |
| Veel achteruitgang | | 10 | | 64 | | 33 | | 22 | | 9 | | 3 | - | - | - | - | - | 0 | * | * | * | 0 | * | * |
| Vliegveld Eindhoven | | | | | | | | | | | | | | | | | | | | | | | | |
| H1 Houding t.o.v. vliegveld Eindhoven | | | | | | | | | | | | | | | | | | | | | | | | |
| Zeer positief % | 33 | 34 | 9 | 3 | 17 | 19 | 25 | 23 | 34 | 35 | 40 | 40 | | | | | * | * | * | * | * | * | * | * |
| Tamelijk positief % | 28 | 29 | 6 | 8 | 23 | 25 | 28 | 32 | 28 | 29 | 26 | 30 | | | | | * | * | * | * | * | * | * | * |
| Neutraal % | 33 | 31 | 24 | 40 | 38 | 35 | 36 | 34 | 33 | 31 | 30 | 28 | | | | | * | * | * | * | * | * | * | * |
| Tamelijk negatief % | 5 | 5 | 29 | 29 | 15 | 14 | 7 | 9 | 4 | 4 | 3 | 2 | | | | | * | * | * | * | * | * | * | * |
| Zeer negatief % | 2 | 1 | 32 | 20 | 7 | 8 | 4 | 3 | 2 | 0,9 | 0,4 | 0,8 | ↓ | | | | 0 | * | * | * | 0 | * | * | * |
| H2 Bezorgd over gezondheidsklachten door: | | | | | | | | | | | | | | | | | | | | | | | | |
| Luchtverontreiniging/geur door vliegtuigen | | | | | | | | | | | | | | | | | | | | | | | | |
| Niet bezorgd/n.v.t. % | 71 | 69 | 15 | 10 | 43 | 45 | 54 | 52 | 72 | 70 | 85 | 81 | | | | | * | * | * | * | * | * | * | * |
| Matig bezorgd % | 16 | 18 | 13 | 17 | 22 | 19 | 22 | 21 | 16 | 18 | 10 | 14 | ↑ | | | | * | * | * | * | * | * | * | * |
| Erg bezorgd % | 13 | 13 | 72 | 73 | 35 | 37 | 24 | 26 | 12 | 12 | 5 | 5 | | | | | 0 | * | * | * | * | 0 | * | * |
| Geluid van vliegtuigen | | | | | | | | | | | | | | | | | | | | | | | | |
| Niet bezorgd/n.v.t. % | 66 | 64 | 14 | 6 | 36 | 37 | 48 | 45 | 67 | 65 | 82 | 76 | ↓ | | | | * | * | * | * | * | * | * | * |
| Matig bezorgd % | 17 | 17 | 12 | 11 | 20 | 16 | 21 | 18 | 17 | 18 | 10 | 14 | | ↓ | | | * | * | * | * | * | * | * | * |
| Erg bezorgd % | 17 | 19 | 74 | 83 | 44 | 48 | 31 | 37 | 16 | 17 | 8 | 9 | ↑ | | | | * | * | * | * | * | * | * | * |
| H3 Gezondheidsklachten in het afgelopen jaar door: | | | | | | | | | | | | | | | | | | | | | | | | |
| Luchtverontreiniging/geur door vliegtuigen | | | | | | | | | | | | | | | | | | | | | | | | |
| Dagelijks % | 1 | 2 | 15 | 15 | 3 | 4 | 2 | 3 | 1 | 1 | 0,4 | 1 | | | | | * | * | * | * | * | * | * | * |
| Wekelijks % | 0,6 | 0,7 | 9 | 11 | 2 | 3 | 0,5 | 1 | 0,5 | 0,7 | 0,2 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | * | * | * |
| Maandelijks % | 1,0 | 1,3 | 8 | 6 | 2 | 2 | 2 | 3 | 0,9 | 1 | 0,3 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | * | * | * |
| Jaarlijks % | 1,0 | 1,5 | 0,9 | 0,8 | 3 | 4 | 1 | 3 | 0,9 | 1 | 0,6 | 0,2 | ↑ | | | | * | * | * | * | * | * | * | * |
| niet in afgelopen jaar % | 66 | 65 | 24 | 12 | 54 | 51 | 59 | 55 | 67 | 65 | 72 | 74 | | | | | * | * | * | * | * | * | * | * |
| weet ik niet % | 30 | 30 | 43 | 55 | 36 | 36 | 35 | 35 | 30 | 30 | 26 | 24 | | | | | * | * | * | * | * | * | * | * |
| Geluid van vliegtuigen | | | | | | | | | | | | | | | | | | | | | | | | |
| Dagelijks % | 2 | 3 | 23 | 18 | 6 | 9 | 3 | 5 | 2 | 2 | 0,4 | 2 | | | | | * | * | * | * | * | * | * | * |
| Wekelijks % | 2 | 2 | 15 | 11 | 5 | 5 | 3 | 4 | 2 | 2 | 0,6 | 1 | | | | | * | * | * | * | * | * | * | * |
| Maandelijks % | 3 | 3 | 7 | 7 | 4 | 4 | 3 | 5 | 3 | 3 | 3 | 2 | | | | | * | * | * | * | * | * | * | * |
| Jaarlijks % | 2 | 3 | 2 | 1 | 3 | 4 | 4 | 3 | 2 | 3 | 1 | 2 | ↑ | | | | * | * | * | * | * | * | * | * |
| niet in afgelopen jaar % | 65 | 64 | 28 | 12 | 52 | 50 | 56 | 54 | 65 | 65 | 72 | 74 | | ↓ | | | * | * | * | * | * | * | * | * |
| weet ik niet % | 26 | 25 | 26 | 51 | 30 | 29 | 31 | 30 | 26 | 25 | 23 | 20 | | | ↑ | | * | * | * | * | * | * | * | * |
| H4 De regio kan trots zijn op het vliegveld in Eindhoven | | | | | | | | | | | | | | | | | | | | | | | | |
| mee eens (tamelijk-helemaal) % | 76 | 78 | 32 | 31 | 58 | 63 | 69 | 71 | 77 | 79 | 80 | 79 | ↑ | | | | * | * | * | * | * | * | * | * |
| noch eens, noch oneens % | 17 | 17 | 29 | 40 | 25 | 22 | 22 | 20 | 17 | 16 | 16 | 15 | | | | | * | * | * | * | * | * | * | * |
| oneens (tamelijk-helemaal) % | 6 | 5 | 39 | 29 | 16 | 14 | 9 | 9 | 6 | 5 | 4 | 6 | ↓ | | | | * | * | * | * | * | * | * | * |
| Het vliegveld in Eindhoven zou verplaatst moeten worden naar een minder dichtbevolkt gebied | | | | | | | | | | | | | | | | | | | | | | | | |
| mee eens (tamelijk-helemaal) % | 21 | 20 | 65 | 61 | 39 | 38 | 31 | 30 | 20 | 19 | 19 | 20 | | | | | * | * | * | * | * | * | * | * |
| noch eens, noch oneens % | 32 | 32 | 19 | 23 | 29 | 29 | 31 | 29 | 32 | 32 | 34 | 31 | | | | | * | * | * | * | * | * | * | * |
| oneens (tamelijk-helemaal) % | 46 | 48 | 16 | 16 | 33 | 33 | 38 | 41 | 47 | 49 | 47 | 49 | | | | | * | * | * | * | * | * | * | * |
| Het vliegveld in Eindhoven is van waarde voor deze regio | | | | | | | | | | | | | | | | | | | | | | | | |
| mee eens (tamelijk-helemaal) % | 86 | 87 | 55 | 49 | 73 | 75 | 83 | 83 | 86 | 88 | 89 | 88 | ↑ | | | | * | * | * | * | * | * | * | * |
| noch eens, noch oneens % | 9 | 8 | 13 | 25 | 15 | 15 | 11 | 11 | 9 | 8 | 6 | 8 | | | | | * | * | * | * | * | * | * | * |
| oneens (tamelijk-helemaal) % | 5 | 5 | 32 | 26 | 11 | 10 | 6 | 6 | 5 | 4 | 5 | 4 | | | | | * | * | * | * | * | * | * | * |
| Er zijn betere alternatieven dan het gebruik van het huidige type vliegtuigen | | | | | | | | | | | | | | | | | | | | | | | | |
| mee eens (tamelijk-helemaal) % | 20 | 21 | 57 | 59 | 33 | 33 | 26 | 25 | 20 | 20 | 19 | 19 | | | | | * | * | * | * | * | * | * | * |
| noch eens, noch oneens % | 60 | 59 | 37 | 35 | 52 | 52 | 57 | 58 | 60 | 59 | 64 | 61 | | | | | * | * | * | * | * | * | * | * |

| | Totaal | | Zone 1 | | Zone 2 | | Zone 3 | | Zone 4 | | Zone 5 | | Toetsresultaten | | | | | | | |
|---|--------|------|--------|------|--------|------|--------|------|--------|------|--------|------|------------------|---|---|---------------|---|--------------|---|---|
| | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2014 versus 2012 | | | versus zone 5 | | tussen zones | | |
| oneens (tamelijk-helemaal) % | 20 | 21 | 6 | 6 | 15 | 15 | 18 | 17 | 20 | 21 | 17 | 21 | | | | | * | | * | * |
| De negatieve gevolgen van het vliegveld in Eindhoven zijn niet eerlijk over de bevolking verdeeld | | | | | | | | | | | | | | | | | * | * | * | * |
| mee eens (tamelijk-helemaal) % | 27 | 29 | 64 | 66 | 43 | 46 | 34 | 36 | 26 | 27 | 24 | 29 | | | | | * | * | * | * |
| noch eens, noch oneens % | 51 | 53 | 23 | 21 | 41 | 41 | 47 | 46 | 52 | 53 | 54 | 54 | | | | | * | * | * | * |
| oneens (tamelijk-helemaal) % | 22 | 19 | 12 | 13 | 16 | 13 | 20 | 19 | 23 | 19 | 22 | 17 | ↓ | ↓ | ↓ | | * | * | * | * |
| Ik ken de toekomstplannen van de vliegbasis Eindhoven | | | | | | | | | | | | | | | | | * | * | * | * |
| mee eens (tamelijk-helemaal) % | 32 | 37 | 63 | 55 | 40 | 42 | 37 | 43 | 32 | 36 | 28 | 34 | ↑ | ↓ | ↑ | ↑ | * | * | * | * |
| noch eens, noch oneens % | 29 | 26 | 10 | 12 | 28 | 24 | 26 | 24 | 29 | 27 | 32 | 26 | ↓ | ↓ | ↓ | ↓ | * | * | * | * |
| oneens (tamelijk-helemaal) % | 38 | 37 | 27 | 33 | 32 | 34 | 36 | 33 | 39 | 37 | 40 | 41 | | | | | * | * | * | * |
| Ik sta positief tegenover de verwachte groei van het vliegveld | | | | | | | | | | | | | | | | | * | * | * | * |
| mee eens (tamelijk-helemaal) % | 48 | 48 | 17 | 5 | 29 | 31 | 41 | 38 | 49 | 49 | 51 | 48 | ↓ | ↓ | | | * | * | * | * |
| noch eens, noch oneens % | 29 | 28 | 15 | 13 | 25 | 21 | 25 | 23 | 28 | 28 | 33 | 32 | | ↓ | | | * | * | * | * |
| oneens (tamelijk-helemaal) % | 23 | 24 | 68 | 81 | 45 | 49 | 34 | 39 | 22 | 23 | 16 | 20 | ↑ | | | | * | * | * | * |
| H5 Vertrouwen in instanties: | | | | | | | | | | | | | | | | | | | | |
| gemeente | | | | | | | | | | | | | | | | | | | | |
| Enig tot veel vertrouwen | 32 | 30 | 12 | 22 | 25 | 24 | 27 | 25 | 34 | 33 | 25 | 14 | ↓ | | | | * | * | * | * |
| Neutraal | 43 | 42 | 18 | 24 | 36 | 33 | 42 | 42 | 43 | 43 | 53 | 40 | | | | | * | * | * | * |
| Weinig tot geen vertrouwen % | 25 | 28 | 70 | 54 | 40 | 43 | 31 | 33 | 24 | 24 | 23 | 47 | ↑ | ↓ | | | * | * | * | * |
| provincie | | | | | | | | | | | | | | | | | | | | |
| Enig tot veel vertrouwen | 28 | 26 | 3 | 13 | 17 | 18 | 22 | 18 | 29 | 27 | 29 | 25 | | ↑ | | | * | * | * | * |
| Neutraal | 47 | 48 | 26 | 24 | 40 | 36 | 45 | 47 | 47 | 48 | 52 | 50 | | | | | * | * | * | * |
| Weinig tot geen vertrouwen % | 25 | 26 | 71 | 62 | 43 | 46 | 33 | 35 | 24 | 24 | 18 | 25 | | | | | * | * | * | * |
| ministerie infrastructuur en milieu | | | | | | | | | | | | | | | | | | | | |
| Enig tot veel vertrouwen | 22 | 23 | 6 | 2 | 13 | 15 | 17 | 14 | 23 | 24 | 24 | 28 | | | | | * | * | * | * |
| Neutraal | 49 | 46 | 18 | 25 | 41 | 36 | 45 | 46 | 49 | 47 | 54 | 45 | | | ↓ | | * | * | * | * |
| Weinig tot geen vertrouwen % | 29 | 30 | 76 | 74 | 46 | 50 | 38 | 40 | 28 | 29 | 22 | 27 | | | | | * | * | * | * |
| ministerie defensie | | | | | | | | | | | | | | | | | | | | |
| Enig tot veel vertrouwen | 19 | 22 | 0,9 | 2 | 12 | 14 | 15 | 14 | 20 | 23 | 18 | 22 | ↑ | | | | * | * | * | * |
| Neutraal | 48 | 47 | 18 | 24 | 39 | 36 | 44 | 47 | 48 | 47 | 56 | 48 | | | | | * | * | * | * |
| Weinig tot geen vertrouwen % | 32 | 31 | 81 | 73 | 49 | 50 | 41 | 39 | 32 | 30 | 26 | 30 | | | | | * | * | * | * |
| eindhoven airport (burger) | | | | | | | | | | | | | | | | | | | | |
| Enig tot veel vertrouwen | 32 | 34 | 7 | 3 | 20 | 21 | 25 | 26 | 33 | 35 | 30 | 35 | ↑ | | | | * | * | * | * |
| Neutraal | 46 | 43 | 19 | 19 | 38 | 38 | 44 | 41 | 46 | 44 | 54 | 45 | | | | | * | * | * | * |
| Weinig tot geen vertrouwen % | 22 | 23 | 74 | 78 | 42 | 41 | 31 | 33 | 21 | 21 | 16 | 21 | | | | | * | * | * | * |
| vliegbasis eindhoven (militair) | | | | | | | | | | | | | | | | | | | | |
| Enig tot veel vertrouwen | 22 | 26 | 4 | 5 | 13 | 16 | 17 | 20 | 23 | 27 | 21 | 25 | ↑ | | | | * | * | * | * |
| Neutraal | 49 | 48 | 17 | 24 | 40 | 40 | 46 | 44 | 49 | 48 | 58 | 51 | | | | | * | * | * | * |
| Weinig tot geen vertrouwen % | 29 | 26 | 79 | 71 | 46 | 44 | 38 | 36 | 28 | 25 | 21 | 25 | ↓ | | | | * | * | * | * |
| RIVM | | | | | | | | | | | | | | | | | | | | |
| Enig tot veel vertrouwen | 34 | 34 | 23 | 22 | 26 | 28 | 29 | 27 | 34 | 34 | 35 | 38 | | | | | * | * | * | * |
| Neutraal | 48 | 47 | 24 | 37 | 45 | 41 | 48 | 48 | 48 | 48 | 52 | 47 | | ↑ | | | * | * | * | * |
| Weinig tot geen vertrouwen % | 18 | 19 | 53 | 41 | 29 | 31 | 24 | 25 | 18 | 18 | 14 | 15 | | | | | * | * | * | * |
| GGD | | | | | | | | | | | | | | | | | | | | |
| Enig tot veel vertrouwen | 44 | 42 | 37 | 41 | 38 | 39 | 38 | 37 | 45 | 43 | 43 | 45 | | | | | * | * | * | * |
| Neutraal | 47 | 47 | 30 | 40 | 46 | 41 | 49 | 48 | 46 | 47 | 49 | 46 | | | | | * | * | * | * |
| Weinig tot geen vertrouwen % | 10 | 11 | 33 | 19 | 17 | 20 | 13 | 15 | 9 | 10 | 8 | 10 | | ↓ | | | * | * | * | * |
| H6 Overlast vliegveld verminderen door: | | | | | | | | | | | | | | | | | | | | |
| Niets nodig % | 20 | 19 | 5 | 3 | 12 | 11 | 18 | 17 | 21 | 20 | 17 | 14 | | | | | * | * | * | * |
| vliegveld sluiten % | 1 | 0,9 | 14 | 13 | 3 | 4 | 3 | 1 | 1 | 0,8 | 0,9 | 0,3 | ↓ | | | | * | * | * | * |
| minder vluchten % | 10 | 11 | 47 | 47 | 23 | 27 | 16 | 22 | 9 | 10 | 5 | 7 | | | | | * | * | * | * |
| stillere motoren % | 50 | 50 | 61 | 60 | 61 | 61 | 55 | 56 | 48 | 48 | 55 | 54 | | | | | * | * | * | * |
| andere tijden vliegen % | 5 | 8 | 8 | 17 | 8 | 12 | 6 | 11 | 5 | 7 | 7 | 7 | ↑ | ↑ | ↑ | ↑ | * | * | * | * |
| isolatie huizen % | 29 | 28 | 19 | 22 | 27 | 24 | 25 | 26 | 28 | 28 | 35 | 34 | | | | | * | * | * | * |
| overheid beloftes nakomen % | 27 | 26 | 28 | 39 | 25 | 26 | 22 | 25 | 27 | 25 | 29 | 28 | | ↑ | | | * | * | * | * |
| overheid moet bewoners serieus nemen % | 27 | 27 | 30 | 45 | 32 | 31 | 27 | 27 | 27 | 27 | 25 | 26 | | | | | * | * | * | * |

| | Totaal | | Zone 1 | | Zone 2 | | Zone 3 | | Zone 4 | | Zone 5 | | Toetsresultaten | | | | | | | |
|--|--------|------|--------|------|--------|------|--------|------|--------|------|--------|------|------------------|--|---|---------------|---|--------------|---|---|
| | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2012 | 2014 | 2014 versus 2012 | | | versus zone 5 | | tussen zones | | |
| beter informatie over wanneer gevlogen | 14 | 16 | 13 | 9 | 17 | 15 | 15 | 12 | 14 | 17 | 13 | 13 | ↑ | | ↓ | ↑ | | | * | * |
| overleg tussen vliegveld en bewoners | 20 | 20 | 29 | 17 | 17 | 18 | 17 | 16 | 20 | 20 | 22 | 23 | | | | | | * | | * |
| anders | 10 | 10 | 26 | 15 | 15 | 15 | 13 | 12 | 10 | 9 | 11 | 10 | | | | | * | | * | * |
| H7 Werkzaamheden zelf/huisgenoten houden verband met vliegveld | | | | | | | | | | | | | | | | | | | | |
| ja | 2 | 2 | 0,7 | 2 | 1 | 2 | 3 | 2 | 2 | 2 | 2 | 1 | | | | | | | | |