

## SCHEDULE 3

regulation 4

### SUPPLEMENTARY NOISE INDICATORS

#### Interpretation

1. In this Schedule—

“ $L_{A10,18h}$ ” is the arithmetic mean noise level in dB(A) exceeded for 10% of each hour over the period 06:00 - 24:00 hours;

“ $L_{Aeq,16h}$ ” is the equivalent continuous sound level in dB(A) that, over the period 07:00 – 23:00 hours, contains the same sound energy as the actual fluctuating sound that occurred in that period;

“ $L_{Aeq,18h}$ ” is the equivalent continuous sound level in dB(A) that, over the period 06:00 – 24:00 hours, contains the same sound energy as the actual fluctuating sound that occurred in that period;

“ $L_{Aeq,6h}$ ” is the equivalent continuous sound level in dB(A) that, over the period 24:00 – 06:00 hours, contains the same sound energy as the actual fluctuating sound that occurred in that period.

#### Road Traffic Noise

2. The supplementary noise indicators in relation to road traffic noise are—

- (a)  $L_{A10,18h}$ ;
- (b)  $L_{Aeq,16h}$ ;
- (c)  $L_{day}$ ; and
- (d)  $L_{evening}$ .

#### Railway Noise

3. The supplementary noise indicators in relation to railway noise are—

- (a)  $L_{Aeq,16h}$ ;
- (b)  $L_{Aeq,18h}$ ;
- (c)  $L_{Aeq,6h}$ ;
- (d)  $L_{day}$ ; and
- (e)  $L_{evening}$ .

#### Aircraft Noise

4. The supplementary noise indicators in relation to aircraft noise are—

- (a)  $L_{Aeq,16h}$ ;
- (b)  $L_{day}$ ; and
- (c)  $L_{evening}$ .

#### Industrial Noise and Port Noise

5. The supplementary noise indicators in relation to industrial noise and port noise are—

- (a)  $L_{Aeq,16h}$ ;

**Status:** This is the original version (as it was originally made).

(b)  $L_{\text{day}}$ ; and

(c)  $L_{\text{evening}}$ .