SCHEDULE 3 regulation 2

SUPPLEMENTARY NOISE INDICATORS

Interpretation

10. 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

11. 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

12. 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

13. 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

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

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

(b) L_{day}; and

(c) $L_{evening}$.