7. Weather—broken down into two different categories: qualifiers and weather phenomenon (e.g., +TSRA BR). First, the qualifiers of intensity, proximity, and the descriptor of the weather will be given. The intensity may be light (–), moderate ( ), or heavy (+). Proximity depicts only weather phenomena that are in the airport vicinity. The notation "VC" indicates a specific weather phenomenon is in the vicinity of 5 to 10 miles from the airport. Descriptors are used to describe certain types of precipitation and obscurations. Weather phenomena may be reported as being precipitation, obscurations, and other phenomena such as squalls or funnel clouds. Descriptions of weather phenomena as they begin or end, and hailstone size are also listed in the remarks sections of the report.
8. Sky condition—always reported in the sequence of amount, height, and type or indefinite ceiling/height (vertical visibility) (e.g., BKN008 OVC012CB). The heights of the cloud bases are reported with a three-digit number in hundreds of feet above the ground. Clouds above 12,000 feet are not detected or reported by an automated station. The types of clouds, specifically towering cumulus (TCU) or cumulonimbus (CB) clouds, are reported with their height. Contractions are used to describe the amount of cloud coverage and obscuring phenomena. The amount of sky coverage is reported in eighths of the sky from horizon to horizon.
9. Temperature and dew point—always given in degrees Celsius (e.g., 18/17). Temperatures below 0 °C are preceded by the letter "M" to indicate minus.
10. Altimeter setting—reported as inches of mercury in a four-digit number group, and is always preceded by the letter "A" (e.g., A2970). Rising or falling pressure may also be denoted in the remarks sections as "PRESRR" or "PRESFR" respectively.
11. Remarks—comments may or may not appear in this section of the METAR. The information contained in this section may include wind data, variable visibility, beginning and ending times of particular phenomenon, pressure information, and various other information deemed necessary. An example of a remark regarding weather phenomenon that does not fit in any other category would be: OCNL LTGICCG. This translates as occasional lightning in the clouds, and from cloud to ground. Automated stations also use the remarks section to indicate the equipment needs maintenance. The remarks section always begins with the letters "RMK."

Example:

METAR BTR 161753Z 14021G26 3/4SM -RA BR BKN008 OVC012 18/17 A2970 RMK PRESFR

Explanation:

Type of Report	Routine METAR
Location:	Baton Rouge, Louisiana
Date:	16th day of the month
Time:	1753 Zulu
Modifier:	None shown
Wind Information:	140° at 21 kts gusting to 26 kts
Visibility:	3/4 statute mile
Weather:	light rain and mist
Sky Conditions:	Broken 800 ft, overcast 1,200
Temperature:	18 °C, dew point 17 °C
Altimeter:	29.70 "Hg
Remarks:	Barometric pressure is falling.

Terminal Aerodrome Forecasts (TAF)

A terminal aerodrome forecast (TAF) is a report established for the five statute mile radius around an airport. TAF reports are usually given for larger airports. Each TAF is valid for a 24-hour time period, and is updated four times a day at 0000Z, 0600Z, 1200Z, and 1800Z. TAF utilizes the same descriptors and abbreviations as used in the METAR report.

The terminal forecast includes the following information in sequential order:

1. Type of report—TAF can be either a routine forecast (TAF) or an amended forecast (TAF AMD).
2. ICAO station identifier—The station identifier is the same as that used in a METAR.
3. Date and Time of Origin—reported in a six-digit code. The first two indicate the date, the last four indicate the time. Time is always given in UTC as denoted by the "Z" following the number group.
4. Valid period date and time—the valid forecast time period is reported in a six-digit number group. The first two numbers indicate the date, followed by the two-digit beginning time for the valid period, followed by the two digit ending time.
5. Forecast Wind—the wind direction and speed forecast are reported in a five-digit number group. The first three digits indicate the direction of the wind in reference to true north. The last two digits state the windspeed in knots, as denoted by the letters "KT."