VACC-SAG MET Guide

1. Synopsis

1.1 Introduction

This document is meant to make you familiar with the different meteorological information sources, how to decode the reports and evaluate the contained information.

1.2 Types of reports

We will concentrate on two different types of MET reports here, which are of interest for both the pilot and the controller:
METAR – Meteorological Aviation Routine Weather Report
TAF – Terminal Area Forecast

2. METAR

2.1 General information

The contents of a METAR consist of weather observations that are revised every 30 minutes during aerodrome operations and a weather forecast that is valid for two hours. These information are valuable for pilots and controllers. The controller needs the wind direction and strength to determine the runway(s) in use and the pilot needs the information to get an idea of what types of clouds to expect for example.
Sometimes a pilot requests a weather report for an aerodrome and as a controller you should know what all the information is meaning that you are about to provide him.

A METAR can become very complex and may vary from country to country. So you have to be very careful while interpreting the information.

2.11 Head

METAR EDDK 061030Z

METAR is just an identifier to determine the message type. In most parts of Europe this identifier is left out in the decoded reports.

EDDK is the ICAO code for the observing station and an indicator for which aerodrome the report is valid.

061030Z is a combined data field:

061030Z
This part indicates the day of the month of the observation. We learned earlier that a METAR is revised every 30 minutes. So there is no need to be more specific here and provide month and year as well. This leads to the next part, which is more important in that context:

061030Z
This is the observation time. In this case its 10:30. The Z indicates Zulu time, which is equal to universal time coordinated (UTC). If we want to convert this to our central European summer time (CEST), we will have to add two hours and come to a local time of 12:30. If we run on central European time (CET), it is just one hour and we will end up at 11:30.

And that is all information in the head. The formatting of the head is every time the same. Just the data changes:

METAR EDDM 031000Z – Munich, third day, 1000 UTC
METAR EDDH 071820Z – Hamburg, seventh day, 1820 UTC
METAR EDDB 013440Z – Berlin Schoenefeld, first day, 2340 UTC

2.2 Wind segment

2.21 General information

The wind segment is always on the same position in the metar, but the formatting and the data may change depending on the meteorological condition. We will go through this one at a time.
Unfortunately nature is not static. There may be more or less strong and rapid changes in wind speed and/or direction. Because of this all measurements are average values from the last 10 minutes.
Measurement is taken at the landing areas of the runways.

2.22 Normal indication

12005KT

This is again a combined data field:

12005KT

The first three digits represent the wind direction. The direction is always pointed out in three digits, so it could also be 030. The range is between 010 and 360 and indicates from where the wind is blowing. The increment factor is always 10 degrees. There will not be a wind direction like 123 or 054. The direction is always rounded up or down depending on which value will be more aligned with the true wind direction. So 034 will become 030 and 128 will become 130.

These two* digits represent the wind speed. The range is from 0 to 99*.

The last part in this segment is the unit of measurement. Most commonly you will encounter knots per hour here, but the wind speed can be indicated by one of these also:

KT – Knots per hour
MPS – Meter per second
KMH – Kilometer per hour

If there is zero wind everything will be reset to zero as well:

00000KT

* This can be extended to three digits. Even if there is no need in aviation to report wind speeds exceeding 100kt or 200 km/h, it is possible to report such wind speeds for non aeronautical purposes if needed. The maximum range is from 0 to 199kt or 399 km/h.

2.23 Gusts

Sometimes we have average wind, which refurbishes in gusts whose wind velocity exceeds the average wind speed clearly. What we need is an indication for this:

12005G22KT

You already know this part. It is the same as in 2.22.

This is now the gusts part. In this case there are gusts with an average speed of 22 knots per hour.

As you have noticed the unit of measurement is only stated once. It is not allowed to indicate the average wind speed and the gusts velocity in different units to avoid confusion.

2.24 Variable wind direction

As we said earlier, nature is not a static environment. It may happen that a reasonable wind direction can not be measured:

VRB05KT

Up to wind velocities of six knots per hour the above encoding will be used. It just means variable wind direction (VRB) with an average wind speed of five knots per hour.

Above six knots with a directional variation greater than 60 degrees, but less than 180 degrees the following notation will be used:

13018KT 180V090

This is what you already know, but in this case the wind direction indicates the average wind direction within the variation.

Here you have the variation part. The wind is turning steady between 180 and 090 degrees.

You would say we have variable wind from 180 to 090 degrees with an average direction of 130 degrees with a wind speed of 18 knots per hour.

If you have gusts, too it would be further extended to this:

13018G29KT 180V090

This is one of the longest notations for the wind segment.

2.3 Visibility

1800

The next four digits after the wind segment is the visibility. This value indicates the worst horizontal visibility in the aerodrome's vicinity if it is below 10 KM.

If the visibility is greater than 50 percent of the minimum visibility the direction of the minimum visibility will be included:

1800N

This would mean visibility is 1800 meters to the north.

This can be even more specific if the minimum visibility is below 1500 meters and the visibility in another direction is greater than 5000 meters. In that case there will be a maximum visibility included and both values will have a direction indicator:

1800N 7800S

To indicate a visibility of 1800 meters to the north and 7800 meters to the south.

If the visibility is 10 KM or more:

9999

2.4 Runway visual range (RVR)

2.41 General information

The runway visual range is the second group of visibility information in a METAR. It is measured in the touchdown area independently for each runway in use. So there can always be more than one of these groups if this information is included in the METAR.

The RVR will be included in the METAR if one of the following conditions exists:

1. The RVR is less than 1500 meters.
2. The RVR is greater than 1500 meters, but the visibility from 2.3 is less than 1500 meters.

Due to technical limitations in the measurement the RVR starts from 50 meters and goes up to 1500 meters.

2.42 RVR between 50 meters and 1500 meters

R26L/0800

This is the identifier for the RVR segment. Remember that there can be more than one of them.

Here is the runway designator. In this case it is 26 left.

And the RVR in meters.

2.43 RVR greater than 1500 meters, visibility less than 1500 meters

As we said, due to technical limitations the maximum RVR that can be measured is 1500 meters. So you just can indicate that the RVR is greater than 1500 meters. This is accomplished by simply adding a P(lus) in front of the RVR:

R26L/P1500

Together with the visibility range it would be something like this for example:

0900 R26L/P1500

2.44 RVR less than 50 meters

Like in 2.43 it is also not possible to get values below 50 meters. In that case a M(inus) is added in front of the RVR:

R26L/M0050

2.45 RVR trends

The RVR may improve or get worse. If this is foreseeable it will be included in the report by adding a U(pward trend) or a D(ownward trend) after the RVR:

R26L/0800U – Runway 26 left visibility 800 meters, improving
R26L/0800D – Runway 26 left visibility 800 meters, decreasing

If there is no trend a N(o change) will be added if at least one trend is given for another runway.
The trends reported here are always from past observations. They are not forecasts.

2.46 Variable RVR

Like with the wind the RVR may vary in short periods of time. In that case the least RVR and the greatest RVR will be indicated, separated by a V(ariable):

R26L/1100V1400

This can also be combined with any of the above:

R26L/1100VP1500 – Runway 26L, visibility varies from 1100 meters to greater than 1500 meters
R26L/0800V1400U – Runway 26L, visibility varies from 0800 meters to 1400 meters, generally improving

2.47 Present position in the whole METAR

To give you an idea where we are right now in the METAR, here is a clue:

METAR EDDK 061020Z 30012G24KT 0800 R32L/1400U R24/P1500

2.5 Weather segment

2.51 General Information

Since a METAR is not a full weather report only the significant weather phenomena are reported in this segment. There is a whole bunch of them, but once you get used to the most common phenomena in the central European area, you will not have much difficulties to remember them.

All of them are reported in a two letter code, but before we go into the single code and their meanings let me tell you a bit more about the weather segment. For now you just have to remember one code: RA – Rain.

2.52 Intensity

There are three different levels of intensity:
Light, moderate and heavy.

RA means moderate rain. To indicate the levels light and heavy a minus- or plus sign is added in front of the code:

-RA – light rain
RA – moderate rain
+RA – heavy rain

Everything else that can have an intensity level is marked in the same way.

2.53 Detailed description of the reported weather phenomena

A closer description of the reported weather is also possible. The properties are also encoded as a two letter code that is directly connected to the weather code itself. Multiple properties can be combined:

SHRA – means rain showers
TSRASN – means thunderstorm with rain and snow

2.54 Weather phenomena in a METAR

The following table shows all weather phenomena that can be reported in a metar.

Precipitation		
Code	**Meaning**	**Reported under this condition**
DZ	Drizzle	always
RA	Rain	always
SN	Snow	always
SG	Snow grains	always
PL	Ice pellets	always
IC	Ice crystals	when visibility is less than 5000 meters
GR	Hail	when diameter of largest hailstones is 5 mm or more
GS	Small hail / snow pellets	when diameter of largest hailstones is 5 mm or less
Obscurations		
Code	**Meaning**	**Reported under this condition**
FG	Fog	when visibility is less than 1000 meters. See also 2.55.
BR	Mist	when visibility is between 1000 meters and 5000 meters
SA	Sand	only when the obscuration is mostly caused by this. See also 2.55
DU	Dust	only when the obscuration is mostly caused by this.
HZ	Haze	only when the obscuration is mostly caused by this.
FU	Smoke	only when the obscuration is mostly caused by this.
VA	Volcanic ash	only when the obscuration is mostly caused by this.
Other phenomena		
Code	**Meaning**	**Reported under this condition**
PO	Dust/Sand swirls	always
SQ	Squall	always
FC	Funnel cloud	always
DS	Dust storm	always
SS	Sandstorm	always
TS	Thunderstorm	always

table 2.54.1

2.55 Properties of weather phenomena

All of the weather phenomena in 2.54 can have properties as mentioned in 2.53. The properties and their meaning are marked in red. The weather codes are left in black. For the meaning of the combination you just have to read the second column from top to bottom.

VC	Vicinity	Description
	Used only with DS, SS, FG, FC, SH, PO, BLDU, BLSA, BLSN and TS	If something is observed outside the aerodrome it will be reported with a preceding VC. Normally there is no further description given.
SH	Shower	Showers observed in the vicinity of the aerodrome should be reported as VCSH without any description of type and/or intensity of the precipitation.
RA	Rain	
SN	Snow	
PL	Ice pellets	
GR	Hail pellets	
GS	Snow pellets	
FZ	Freezing	Super cooled water droplets or precipitation
FG	Fog	
DZ	Drizzle	
RA	Rain	
BL	Blowing	Used if the litho meteors involved are raised by the wind to a height of two meters or more above the ground. In case of snow it is also used if there is a combination of meteors and litho meteors.
DU	Dust	
SA	Sand	
SN	Snow	
DR	Low drifting	Used if the litho meteors involved are raised by the wind to a height of two meters or less above the ground.
DU	Dust	
SA	Sand	
SN	Snow	
MI	Shallow	less than two meters above ground level
FG	Fog	
BC	Patches	Fog patches randomly covering the aerodrome
FG	Fog	
PC	Partial	a substantial part of the aerodrome covered by fog while the reminder is clear
FG	Fog	

table 2.55.1

That leaves us with the thunderstorm (TS). In most cases a thunderstorm is accompanied by some kind of precipitation. Usually the TS is reported together with RA, SN, PL, GR or GS. Sometimes you will encounter a combination of two or more items depending on what types of precipitation comes along with the TS:

TSRA – Thunderstorm with rain
TSRASN – Thunderstorm with rain and snow

If a thunderstorm is in the area, but only the thunder is heard without any precipitation will generate just a TS in the report.

TS and SH can also have the +/- . This refers then to the intensity of the precipitation:

+SHRA – Heavy rain showers
-TSSN – Thunderstorm with light snow

BLDU, BLSA, BLSN, DS, SS, PO and FC can also have the +/- . In that case it means well/hardly developed.

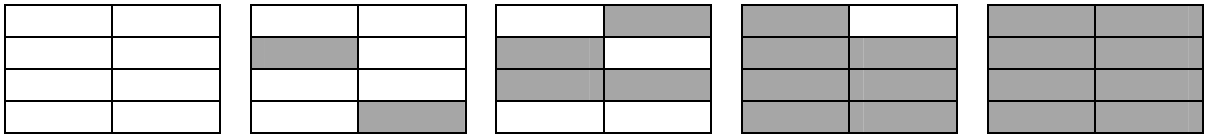
2.6 Cloud segment

2.61 General Information

This segment is about cloud coverage, cloud types and cloud ceilings.

2.62 Cloud coverage and cloud ceiling

Imagine the sky divided into 8 squares. We know five conditions of cloud coverage:



SKC*	FEW	SCT (scattered)	BKN (broken)	OVC (overcast)
Sky Clear	1-2 oktas	3-4 oktas	5-7 oktas	8 oktas

* If there are no clouds and unlimited vertical visibility and the abbreviation CAVOK (see 2.64) is not appropriate the abbreviation SKC is used.
The lower vertical ceiling is indicated in ft*100 in three digits. If there are more than one cloud layer reported, they are sorted by their ceiling in ascending order. The step is here 100ft .

A typical report could be:

FEW004 BKN022 OVC030

Few clouds at 400ft
Broken clouds at 2200ft
Overcast at 3000ft

In an overcast condition with very low clouds or fog or anything else that makes the ceilometer inoperable you may encounter something like this:

VV001

This is an indicator for vertical visibility. Here it is 100ft.

If no measurement could be taken at all you will see VV/// in the clouds segment.

2.63 Type of clouds

Usually clouds stay in a layer. They have a vertical dimension as well, but the vertical extension is not very large. There is also no potential danger except loosing visibility. Usually you have a good chance to climb above or descent below a cloud layer.
However, there are two exceptions which can give a pilot a hard time if he is sloppy or not informed.

One of them is the towering cumulus. Remember that the ceiling is measured with a device called ceilometer from the ground. That means you have an indication where a cloud layer starts, but you have no reliable data about the vertical extension. A TCU can have several 1000ft in height. If you observe the ceiling at 1000ft the cloud top could be at 6000ft. So the pilot has to know about that to circumnavigate those type of clouds.

The other one is the cumulonimbus cloud. CB clouds have a high potential to develop thunderstorms and even if the energie is too low for a TS it contains dangerous winds that could tear an aircraft apart. Not to mention the hazard from electric discharges. Even if there is no indication of lightning from your surfaced observation platform, there is high level activity within the CB and the surrounding area. Every pilot must do everything to avoid CBs, so he has to be informed about them.

The cloud type is added with their abbreviations directly after the reported cloud layer:

SCT014TCU BKN030CB

Scattered towering cumulus at 1400ft
Broken cumulonimbus at 3000ft

Other types of clouds would be:

ST – stratus, NS – nimbostratus, SC – stratocumulus, CU – cumulus, AS – altostratus,
AC – altocumulus, CI – cirrus, CS – cirrostratus

But they are usually not reported.

2.64 CAVOK

Under certain conditions the segments visibility, RVR, weather and clouds are obsolete and are replaced by only one abbreviation: CAVOK.

CAVOK means Clouds And Visibility O.K. and is defined by the following conditions:

Visibility: Greater than 10KM
Weather: No Precipitation, no thunderstorm
Clouds: No CB clouds, no clouds below 5000ft

Instead of

METAR EDDK 061020Z 30003KT 9999 FEW060 OVC080

you could also say

METAR EDDK 061020Z 30003KT CAVOK

Even a condition like

METAR EDDK 061020Z 30014G32KT 270V320 OVC050TCU

is still CAVOK.

2.7 Temperature segment

An easy segment for a change. Two temperatures are of interest. One is the air temperature and the other is the dew-point temperature. If the two of them come close together there is a good chance for fog or mist. Both are indicated by two digits in full degrees Celsius rounded to their nearest whole degree. Negative temperatures are marked with a preceding m:

10/07 – air temperature 10 degrees Celsius, dew-point temperature 7 degrees Celsius.
02/m04 – air temperature 02 degrees Celsius, dew-point temperature minus 4 degrees Celsius.

2.8 Air pressure segment

Another easy section. There are two different identifiers for this followed by four digits.
First one is an A, which stands for altimeter and is most commonly used in U.S. reports. The value represents the air pressure at sea level in inches of mercury.
In the European area you will get a Q identifier, which stands for our well known QNH. The value represents the air pressure at sea level in hectopascal.

A2997 – Altimeter 29,97 inches of mercury
Q1015 – QNH 1015 hectopascal

2.9 Forecast

The METAR may contain a forecast for the next two hours from the last observation. This is of course not a forecast like the one you can watch on the news. Only significant changes will be reported here. Not all stations make these forecasts.

2.91 NOSIG

NOSIGnificant changes. Should be self explaining.

2.92 BECMG

BECoMinG. This indicates significant changes of the weather that will become stable.
Only the segments that will change will be provided:

EDDM 061030Z 20010KT 2000 SCT010 15/10 Q1023 BECMG 3000

means that the visibility will improve from 2000 meters to 3000 meters within the next two hours.

2.93 TEMPO

TEMPOrary changes is used if the present weather condition will change temporarily into another weather condition, but not become stable. Best example for this is a thunderstorm passing by:

EDDW 061030Z 14012KT 9999 SCT050CB 24/12 Q1002 TEMPO TS

This would indicate a thunderstorm within the next two hours with the present weather continuing thereafter.

2.94 NSW / NSC

In both BECMG and TEMPO the abbreviations NSW and NSC are used. NSW stands for No Significant Weather and is used if the trend will eradicate the significant weather that has been reported in the weather segment. NSC stands for no significant clouds.

2.95 Color code

Military stations also use a color code, which is added after the METAR:

ETNG 061020Z 20010KT 4500 FEW008 BKN015 10/08 Q1005 WHT

This color code is a combination of visibility and the main cloud ceiling where at least 5 oktas or more coverage are reported.

A trend can also be indicated by adding two color codes. The first one represents the present conditions and the second one is the condition that will develop within the next two hours:

ETNG 061020Z 20010KT 4500 FEW008 BKN015 10/08 Q1005 WHT BLU

Color code	Ceiling	Visibility
BLU+ (blue plus)	20000ft	8000m
BLU (blue)	2500ft	8000m
WHT (white)	1500ft	5000m
GRN (green)	700ft	3700m
YLO (yellow)	300ft	1600m
AMB (amber)	200ft	800m
RED (red)	below 200ft	below 800m
black	airport is closed.	

table 2.95.1

3. Additional METAR information

3.1 General Information

In addition to the normal METAR reports special information can be added at this position if needed.

3.2 Recent weather

If it is of any significance a note of recently observed weather can be added here. These notes are marked with a RE(cent) in front of the already known codes from 2.54:

RETS – recent thunderstorm
RERA – recent rain

3.3 Runway status

3.31 Introduction

26791299

Mostly during wintertime you may have noticed those numbers in a METAR. This is an encoded status report of a runway. It contains a wide variety of information.

3.32 Decoding

26791299

First two digits represent the runway designator. Here it is 26 or 26L . The same report for runway 26R would be 76 in the first two digits. Simply added 50 to the runway designator:

23L -> 23 – 23R -> 73
16L -> 16 – 16R -> 66
36L -> 36 – 36R -> 86

If the report is valid for all runways the first two digits would be 88.

The third digit is an indicator for the type of deposit on the runway. This could be one of the following:

0 – runway clean and dry
1 – damp
2 – wet
3 – frost
4 – snow
5 – wet snow
6 – slush
7 – ice
8 – compacted snow
9 – snow drift
/ - unknown or snow removal in progress

The fourth digit represents the percentage of runway surface covered:

1 – less than 10%
2 – 11% to 25%
5 – 26% to 50%
9 – 51% to 100%
/ - unknown or snow removal in progress

Digits five and six represent the thickness of the deposit:

00 – less than 1mm

Numbers from 01 to 90 represent the thickness in millimeters.

Numbers from 92 to 97 represent the thickness in centimeters starting from 10, incremented by 5 and ends at 35.

98 – more than 40cm

99 – runway not available due to deposit or snow removal in progress

// - unable to measure

The last two digits say something about the braking action on that runway:

Numbers from 01 to 90 provide a direct relation to the breaking coefficient ranging from 0.01 to 0.90.

91 – poor
92 – medium to poor
93 – medium
94 – medium to good
95 – good
99 – uncertain
// – unknown

In the example above we have runway 26 or 26L, 12mm ice with 51% to 100% coverage and uncertain breaking action.

3.33 Special indication

If a runway is reset into a normal condition you will read the runway designator followed by the abbreviation CLRD:

26CLRD – runway 26 or 26L cleared and available again
76CLRD – runway 26R cleared and available again
88CLRD – all runways cleared and available again

3.4 Remarks

3.41 General information

The remarks segment of a METAR is completely optional and not even used in some countries at all. It is marked by the abbreviation RMK followed by several encoded remarks. What is reported here is highly localized. For further information on this topic you can refer to
http://www.wmo.ch/web/www/WMOCodes/ManualCodes/WMO306vol-I-1PartA.pdf

But be warned, because this is a rather complex document about the definition of the METAR format.

4. TAF

4.1 General Information

TAF stands for Terminal Aerodrome Forecast and is nothing else than a weather forecast for an aerodrome. The validity periods are usually 9, 12, 18 or 24 hours. The syntax of the groups and the grouping itself is basically pretty much the same as in a METAR, but there are some differences and some additions. Most of the stuff is already explained, so we will concentrate on the points of interest.

4.2 Head

TAF EDDF 061020Z 061812

Nothing new here. Just the identification changed from METAR to TAF.

The time here does not represent the time of observation, because there is no observation here. It is the time when the TAF has been issued.

This element is new. This TAF is valid from the 6th of the month 1800Z to the 7th of the month 1200Z. Let's have a closer look at this. The first two digits show you the day of the month. The second two digits are the start hour and the last two digits are the end hour. The end hour must always be greater than the start hour, so the 12 here indicates the next day. 061824 would be valid from the 6th of the month 1800Z to 2400Z on the same day.

4.3 Wind, visibility and clouds

The following part of the TAF is the same as it would be in a METAR, just the values represent the weather as it will be during the period of validity of the TAF and that would probably change:

TAF EDDF 061020Z 061812 21005KT 4000 FEW040 SCT070

In a TAF there are maximal three cloud ceilings provided. One for low, mid and high altitudes.

4.4 Temperature

Here we will deviate from the METAR syntax. Since one can not expect a temperature to be constant over the whole validity period of the TAF it would be obsolete to provide one. Instead a minimum and a maximum temperature together with a time when to expect them are provided when needed:

TX25/12Z TN04/02Z

Those are the identifiers T(ma)X and T(mi)N.
The temperature itself in degrees Celsius.
And the time index in full hours when to expect the temperatures.

TAF EDDF 061020Z 061812 21005KT 4000 FEW040 SCT070 TX25/12Z TN04/02Z

4.5 Significant changes

Only significant changes will be reported. There may be several segments of changes, each one of them preceded by an identifier that gives a clue of the stability on the changes:

BECMG: condition becomes stable between two to four hours.
TEMPO: temporarily condition with a duration less than one hour.

Both identifiers are followed by a Zulu-time index that indicate when this condition will occur during the validity period of the TAF:

TEMPO 1418 …

If any item of the forecast is unsure there are two terms to indicate this:

PROB30
PROB40

These two terms may be combined with TEMPO -> PROB30 TEMPO …

As another combination with BECMG or TEMPO the following may be used:

FM hhmm(Z): From 1220 – from – from 1220Z
TL hhmm(Z): Until – until 1220 – until 1220Z
AT hhmm(Z): AT 1220 – exactly at 1220Z

BECMG FM 1520 TS – expect thunderstorm from 1520Z on.

4.51 Example 1

Let's say we have CAVOK conditions in LSZH with wind from 60 degrees, 5 knots in strength. A TAF has been issued at 1000Z that indicates a change in wind strength with a few clouds at 6000ft between 0800Z and 1100Z. The TAF is valid from 1800Z to 1800Z on the next day and would look like this:

LSZH 061000Z 061818 06005KT CAVOK BECMG 0811 06010KT FEW060

These are the conditions that will change.
This means that the following changes take place on the 7th of the month between 0800Z and 1100Z and become stable until at least 1800Z on the 7th of the month. 1800Z, because then the validity of the TAF will end.
This is the changed wind strength. Please note that a change of a single value in a segment needs the whole segment to be displayed.
And the new cloud situation.

4.52 Example 2

EDDL 081818 23025G35KT 9999 -RA FEW008 BKN020 TEMPO 1806 4000 RADZ SCT004 BKN008 BECMG 0609 27015KT CAVOK PROB30 TEMPO 0618 -SHRA BKN012

A TAF could also look like this. Let's disassemble this step by step:

EDDL 081400Z 081818 23025G35KT 9999 -RA FEW008 BKN020
TEMPO 1806 4000 RADZ SCT004 BKN008
BECMG 0609 27015KT CAVOK
PROB30 TEMPO 0618 -SHRA BKN012

The TAF has been issued on the 8th of the month at 1400Z and is valid from the 8th of the month 1800Z to the 9th of the month 1800Z. We have wind from 230 degrees with 25 knots in gusts 35 knots. Visibility is greater than 10km. We have light rain, few clouds at 800ft and broken clouds at 2000ft.

This will temporarily change between 1800Z in the evening of the 8th and 0600Z in the morning of the 9th. Visibility will decrease to 4000 meters with moderate drizzling rain. Clouds descent to a scattered layer at 400ft and a broken layer at 800ft.

In the morning of the 9th between 0600Z and 0900Z we will become a stable CAVOK condition with wind from 270 degrees and 15 knots in strength.

Which may be interrupted temporarily with a 30% probability between 0600Z and 1800Z of the 9th by light rain showers and a broken cloud layer at 1200ft.