# **Houston Pilots Forecast Package**

Updated: 2:30 PM CT

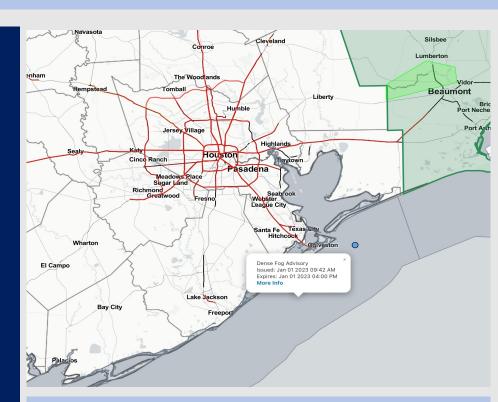
Sunday, January 1, 2023

Forecaster: Alyssa McClung



## **Weather Headlines**

- Fog threat to continue through this evening into Monday. (View visibility slides below)
- We do not believe the forecast on the 36-hour visibility chart is 100% accurate, please reference out visibility slides below for official BAM thoughts.
- Outside a few spotty showers Sunday PM, a mainly dry weekend is in store. Rain chances return Monday AM and continue through Tuesday.
- Elevated winds work back into the cards Monday before a front works back in Tuesday and wipes out the fog threat for a few days. Wind gusts Monday have potential to be in the 23 28 kt range.



Radar/NWS Alerts: 2:30 PM CT



As always, please do not hesitate to reach out to us with any forecast questions via the chat option on the Weather Porthole or our on-call number, (317)-560-8122 press 1 for forecast questions.

# **Houston Pilots Visibility Report**

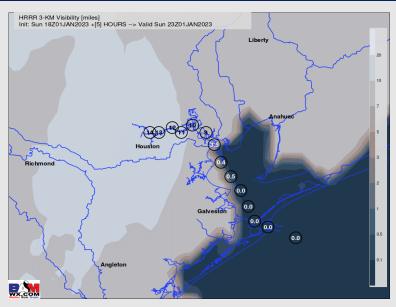


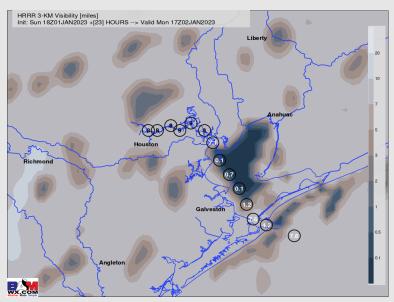


#### **5 PM CT SUN VISIBILITY**

## **11 AM CT MON VISIBILITY**

## Confidence







| TIME            | THREAT     |
|-----------------|------------|
| NOW - 12 PM MON | Med - High |

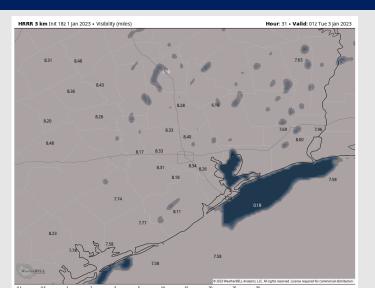
- ➤ Winds out of the S/SE supporting favorable conditions for dense fog risk to continue throughout the evening. All stations South of Morgan's Point at the greatest risk for reduced visibilities of less than 0.5 mile. Stations North of Morgan's Point at risk for less than 1 mile visibility with isolated cases of 0.5 mile.
- ➤ Favoring dense fog to gradually become patchier in nature between ~7 AM 12 PM Monday, however the risk for visibilities below 0.5 miles will remain, especially for stations south of Morgan's Point.
- Overall, lower confidence on coverage and timing.

# **Houston Pilots Visibility Report**

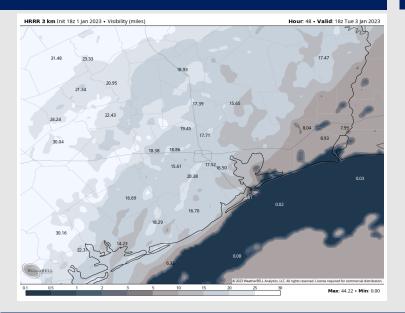




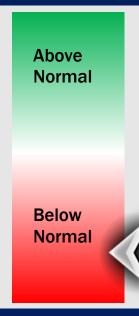
#### 7 PM CT MON VISIBILITY



### 12 PM CT TUE VISIBILITY



## Confidence



- mile to be a risk for stations South of Morgan's Point.
  (Boarding Station at risk for 0.5 mile visibility)
  - Gusty winds could help to break up fog earlier than Noon Tuesday.

Anticipating patchy dense fog with visibilities of less than 1

- Anticipate fog to move out of the area Tuesday around noon when a cold front passes through.
- Lower confidence on coverage for these fog chances.

# TIME THREAT 12 PM MON - 12 PM TUE Medium

## **Houston Pilots Extended Range Visibility Report**





## Wednesday 1/4/23

Winds out of the North will limit fog chances to near zero

## **Thursday 1/5/23**

Winds will again be Northwesterly, making fog highly unlikely



## Friday 1/6/23

Winds shift out of the SE by Friday evening, making the development of fog likely

| Confic | lence  |
|--------|--------|
|        |        |
| Above  | Below  |
| Normal | Normal |



## Chance for Reduced Visibility

Wednesday AM Unlikely

Wednesday PM Unlikely

Thursday AM Unlikely

Thursday PM Unlikely

Friday AM Unlikely

Friday PM Possible

# **Houston Pilots Visibility Report**





# Above Normal Below Normal

| Time                 | Sun<br>1pm | Sun<br>2pm |    | Sun<br>4pm | Sun<br>5pm | Sun<br>6pm | Sun<br>7pm | Sun<br>8pm | Sun<br>9pm | Sun<br>10pm | Sun<br>11pm |   |   | Mon<br>2am | Mon<br>3am |      |      |      | Mon<br>7am | Mon<br>8am |   | Mon<br>10am |   | Mon<br>12pm | Mon<br>1pm | Mon<br>2pm |   | Mon<br>4pm | Mon<br>5pm |   |   | Mon<br>8pm | Mon<br>9pm |   | Mon<br>11pm |   |
|----------------------|------------|------------|----|------------|------------|------------|------------|------------|------------|-------------|-------------|---|---|------------|------------|------|------|------|------------|------------|---|-------------|---|-------------|------------|------------|---|------------|------------|---|---|------------|------------|---|-------------|---|
| 610 Bridge           | 9          | 10         | 10 | 10         | 10         | 10         | 9          | 8          | 7          | 8           | 8           | 8 | 8 | 8          | 7          | 3    | 4    | 4    | 2          | 2          | 2 | 3           | 4 | 6           | 6          | 7          | 7 | 6          | 4          | 3 | 3 | 4          | 3          | 4 | 4           | 4 |
| Kinder 1             | 9          | 10         | 10 | 10         | 10         | 10         | 9          | 8          | 7          | 8           | 8           | 8 | 8 | 8          | 7          | 3    | 4    | 4    | 2          | 2          | 2 | 4           | 4 | 6           | 6          | 7          | 7 | 6          | 4          | 4 | 4 | 4          | 4          | 4 | 4           | 4 |
| Greens<br>Bayou      | 9          | 10         | 10 | 10         | 10         | 10         | 9          | 8          | 7          | 8           | 8           | 8 | 8 | 8          | 7          | 2    | 3    | 3    | 3          | 3          | 2 | 5           | 6 | 6           | 6          | 7          | 7 | 6          | 6          | 4 | 4 | 4          | 4          | 5 | 5           | 5 |
| Shell Crude          | 9          | 10         | 10 | 10         | 10         | 10         | 9          | 8          | 7          | 8           | 8           | 8 | 8 | 7          | 7          | 2    | 3    | 3    | 3          | 3          | 3 | 7           | 8 | 7           | 8          | 8          | 8 | 7          | 6          | 4 | 4 | 4          | 4          | 6 | 6           | 6 |
| Lynchburg<br>Ferries | 9          | 10         | 10 | 10         | 10         | 10         | 8          | 7          | 7          | 7           | 8           | 7 | 7 | 7          | 7          | 2    | 3    | 3    | 3          | 3          | 3 | 7           | 8 | 7           | 8          | 8          | 8 | 7          | 6          | 4 | 4 | 4          | 4          | 6 | 6           | 6 |
| Exxon 3              | 9          | 10         | 10 | 10         | 10         | 9          | 8          | 7          | 7          | 7           | 8           | 7 | 7 | 7          | 7          | 2    | 3    | 3    | 3          | 3          | 3 | 7           | 8 | 7           | 8          | 8          | 8 | 7          | 6          | 4 | 4 | 4          | 4          | 6 | 6           | 6 |
| Morgans<br>Point     | 9          | 9          | 10 | 10         | 10         | 8          | 7          | 7          | 7          | 7           | 7           | 7 | 7 | 7          | 7          | 2    | 4    | 4    | 3          | 3          | 4 | 7           | 8 | 7           | 8          | 8          | 8 | 7          | 6          | 4 | 4 | 4          | 4          | 6 | 6           | 8 |
| 75/76                | 9          | 9          | 10 | 10         | 9          | 8          | 7          | 7          | 7          | 8           | 7           | 7 | 7 | 7          | 7          | 2    | 4    | 3    | 3          | 3          | 4 | 7           | 8 | 7           | 8          | 8          | 8 | 7          | 6          | 4 | 4 | 4          | 4          | 6 | 6           | 7 |
| 63/64                | 8          | 9          | 10 | 10         | 8          | 8          | 7          | 7          | 7          | 8           | 7           | 7 | 7 | 7          | 7          | 2    | 4    | 4    | 3          | 3          | 4 | 7           | 8 | 7           | 8          | 8          | 8 | 7          | 6          | 4 | 3 | 3          | 4          | 6 | 6           | 6 |
| 51/52                | 8          | 9          | 10 | 9          | 8          | 7          | 7          | 7          | 7          | 7           | 7           | 7 | 7 | 7          | 7          | 2    | 4    | 4    | 3          | 3          | 4 | 7           | 7 | 7           | 7          | 8          | 8 | 7          | 5          | 4 | 3 | 3          | 4          | 5 | 5           | 5 |
| 37/38                | 8          | 8          | 10 | 9          | 8          | 7          | 7          | 7          | 7          | 7           | 7           | 7 | 7 | 7          | 7          | 2    | 4    | 3    | 2          | 2          | 4 | 5           | 6 | 5           | 6          | 6          | 6 | 6          | 4          | 4 | 3 | 3          | 4          | 4 | 4           | 5 |
| 25/26                | 7          | 8          | 9  | 9          | 8          | 2          | 7          | 7          | 7          | 7           | 7           | 7 | 7 | 6          | 7          | 1    | 4    | 4    | 3          | 4          | 5 | 6           | 5 | 5           | 6          | 5          | 5 | 5          | 3          | 2 | 3 | 3          | 5          | 5 | 5           | 5 |
| 11/12                | 6          | 7          | 8  | 8          | 2          | 0.06       | 0.06       | 0.09       | 7          | 2           | 7           | 6 | 7 | 0.38       | 5          | 0.75 | 3    | 2    | 2          | 2          | 4 | 6           | 5 | 4           | 7          | 5          | 3 | 4          | 3          | 2 | 3 | 2          | 4          | 4 | 4           | 4 |
| 1 & 2 Bravo          | 2          | 6          | 6  | 3          | 0.06       | 0          | 0.06       | 0.06       | 2          | 0.06        | 0.11        | 2 | 3 | 0.15       | 0.08       | 0.72 | 0.46 | 0.77 | 0.55       | 2          | 6 | 5           | 6 | 5           | 6          | 3          | 2 | 2          | 2          | 2 | 2 | 3          | 3          | 2 | 3           | 3 |

Please check visibility slides above for official thinking on fog as this chart may not be 100% perfect.

# **Houston Pilots Wind Report**







Sustained wind 13 Knots

Gusts 18 Knots

WS: 13

G:18

N

| Time<br>Knots        | Sun<br>1pm     | Sun<br>2pm           | Sun<br>3pm            | Sun<br>4pm   | Sun<br>5pm    | Sun<br>6pm     | Sun<br>7pm     | Sun<br>8pm            | Sun<br>9pm     | Sun<br>10pm    | Sun<br>11pm     | Mon<br>12am    | Mon<br>1am      |                | Mon<br>3am      | Mon<br>4am      | Mon<br>5am            | Mon<br>6am     |                       | Mon<br>8am             | Mon<br>9am      | Mon<br>10am     | Mon<br>11am     | Mon<br>12pm     | Mon<br>1pm      | Mon<br>2pm    | Mon<br>3pm    | Mon<br>4pm    | Mon<br>5pm    | Mon<br>6pm         | Mon<br>7pm         | Mon<br>8pm    | Mon<br>9pm    | Mon<br>10pm   |                 | Tue<br>12am     |
|----------------------|----------------|----------------------|-----------------------|--------------|---------------|----------------|----------------|-----------------------|----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|-----------------|-----------------------|----------------|-----------------------|------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|---------------|-----------------|-----------------|
| 610 Bridge           | 6<br>14<br>SSW | 7<br>14<br>SSW       | 7<br>13<br>S          | 8<br>14<br>S | 7<br>14<br>S  | 5<br>14<br>S   | 6<br>15<br>SSE | 6<br>16<br>SSE        | 7<br>17<br>SSE | 6<br>18<br>SSE | 6<br>18<br>SSE  | 7<br>20<br>SSE | 7<br>21<br>S    | 5<br>14<br>SSE | 5<br>17<br>SSE  | 7<br>13<br>SSE  | 7<br>14<br>SSE        | 8<br>14<br>SSE | 8<br>16<br>SSE        | 9<br>17<br>SSE         | 11<br>20<br>SSE | 12<br>23<br>S   | 13<br>24<br>S   | 14<br>26<br>S   | 14<br>27<br>S   | 14<br>28<br>S | 14<br>27<br>S | 14<br>27<br>S | 14<br>26<br>S | 12<br>24<br>S      | 12<br>24<br>S      | 11<br>23<br>S | 10<br>21<br>S | 10<br>21<br>S | 10<br>19<br>SSW | 10<br>19<br>S   |
| Kinder 1             | 6<br>14<br>SSW | 7<br>15<br>SSW       | 7<br>13<br>S          | 8<br>14      | 7<br>15       | 5<br>14<br>S   | 6<br>15<br>SSE | 6<br>16<br>SSE        | 7<br>17<br>SSE | 6<br>18<br>SSE | 6<br>17<br>SSE  | 7<br>20<br>SSE | 7<br>20<br>S    | 5<br>13<br>SSE | 5<br>17<br>SSE  | 7<br>13<br>SSE  | 7<br>13<br>SSE        | 8<br>14<br>SSE | 8<br>16<br>SSE        | 9<br>17<br>SSE         | 11<br>20<br>SSE | 12<br>22<br>SSE | 13<br>24<br>S   | 14<br>25<br>S   | 14<br>27        | 14<br>27<br>S | 14<br>27<br>S | 14<br>27      | 14<br>26<br>S | 12<br>24<br>S      | 12<br>24<br>S      | 11<br>23<br>S | 10<br>20<br>S | 10<br>21<br>S | 10<br>19<br>SSW | 10<br>19<br>S   |
| Greens               | 6<br>13<br>SSW | 7<br>16<br>S         | 7<br>13<br>S          | 8<br>14<br>S | 7<br>15       | 5<br>13<br>SSE | 6<br>15<br>SSE | 7<br>16<br>SSE        | 7<br>18<br>SSE | 6<br>18<br>SSF | 6<br>14<br>SSE  | 7<br>18<br>SSE | 7<br>17<br>SSE  | 5<br>13<br>SSE | 5<br>15<br>SSE  | 7<br>12<br>SSE  | 7<br>13<br>SSE        | 8<br>14<br>SSE | 8<br>15<br>SSE        | 9<br>16<br>SSE         | 11<br>19<br>SSE | 12<br>21<br>SSE | 13<br>23<br>S   | 14<br>25<br>S   | 14<br>26        | 14<br>27<br>S | 14<br>27<br>S | 14<br>26      | 14<br>25<br>S | 12<br>24<br>S      | 12<br>24<br>S      | 11<br>23<br>S | 10<br>20      | 10<br>21<br>S | 10<br>19        | 10<br>18<br>SSW |
| Shell Crude          | 6<br>13        | 6<br>15<br>S         | 7<br>14<br>S          | 7 14         | 7<br>15       | 5<br>13        | 6<br>15        | 7<br>15               | 7<br>17<br>SSF | 6<br>16        | 6<br>14         | 7<br>17<br>SSF | 7<br>15         | 5<br>13        | 5<br>14         | 7<br>12         | 7<br>13<br>SSE        | 8<br>14<br>SSE | 8<br>15               | 9<br>16<br>SSE         | 11<br>18<br>SSE | 12<br>20<br>SSE | 13<br>23<br>S   | 14<br>24        | 14<br>26        | 14<br>27      | 14<br>26      | 14<br>26      | 14<br>25      | 12<br>24<br>S      | 12<br>24           | 12<br>23      | 10<br>21      | 11<br>21      | 10<br>19        | 10<br>18<br>SSW |
| Lynchburg<br>Ferries | 5<br>13        | 6<br>14              | 6<br>15               | 7 14         | 7<br>16       | 6<br>13        | 7<br>15        | 7<br>15               | 8<br>17        | 7<br>16        | 7<br>15         | 7<br>17        | 7<br>15         | 6<br>14        | 6<br>14         | 8<br>13         | 8<br>13               | 8<br>14        | 9<br>15               | 9<br>16                | 11<br>17        | 12<br>19        | 13<br>22        | 14<br>23        | 14<br>25        | 14<br>26<br>S | 14<br>26      | 14<br>26      | 14<br>25      | 12<br>23           | 12<br>23           | 12<br>23      | 11<br>21      | 11<br>21      | 10<br>20        | 10<br>19        |
| Exxon 3              | 5<br>15<br>S   | 5<br>12              | SSE<br>5<br>14<br>SSE | 7<br>14      | 7<br>15       | 7<br>13        | 7<br>14        | SSE<br>7<br>13<br>SSE | 8<br>16        | 8<br>16        | 8<br>16         | 8<br>16        | 8<br>16         | 7<br>15        | 7<br>15         | 8<br>13         | SSE<br>8<br>14<br>SSE | 9<br>14<br>SSE | SSE<br>9<br>15<br>SSE | SSE<br>10<br>16<br>SSE | 11<br>16<br>SSE | 12<br>18<br>SSE | 12<br>20        | 13<br>22        | 13<br>24        | 14<br>25<br>S | 14<br>24<br>S | 14<br>24<br>S | 14<br>24<br>S | S<br>12<br>22<br>S | S<br>12<br>22<br>S | 12<br>22<br>S | 11<br>20      | 11<br>21      | 11<br>19<br>S   | 10<br>18<br>SSW |
| Morgans<br>Point     | 5<br>12<br>S   | SSE<br>4<br>12<br>SE | 6<br>14<br>SSE        | 8<br>15      | 8<br>14       | 9<br>14        | 8<br>14        | 7<br>13               | 9<br>15        | 8<br>16        | 8<br>15         | 9<br>16        | 9<br>16         | 8<br>16        | 7<br>15         | 9<br>14         | 9<br>14<br>SSE        | 9<br>15<br>SSE | 10<br>15<br>SSE       | 10<br>16<br>SSE        | 11<br>16        | 12<br>18<br>SSE | 12<br>19<br>SSF | 13<br>20<br>SSF | 13<br>22<br>SSE | 14<br>23<br>S | 14<br>23<br>S | 14<br>23<br>S | 13<br>22<br>S | 13<br>21           | 13<br>21<br>S      | 12<br>22<br>S | 12<br>20      | 12<br>21      | 11<br>19        | 11<br>18        |
| 75/76                | 6<br>10        | 6<br>14              | 7<br>14               | 9<br>15      | 10<br>14      | 11<br>14       | 10<br>14       | 9<br>13               | 10<br>15       | 9<br>13        | 10<br>15        | 10<br>15       | 10<br>15        | 10<br>16       | 9<br>16         | 10<br>15        | 10<br>15              | 11<br>15       | 11<br>15              | 12<br>16               | 12<br>17        | 13<br>17        | 13<br>18        | 14<br>20        | 14<br>21        | 14<br>21      | 14<br>22      | 14<br>22      | 14<br>21      | 13<br>21           | 13<br>21           | 13<br>21      | 13<br>21      | 13<br>20      | 13<br>20        | 12<br>18        |
| 63/64                | SE<br>6<br>11  | 8<br>15              | 8<br>14               | 10<br>15     | 10<br>13      | SE<br>11<br>13 | SE<br>10<br>13 | 9<br>13               | 10<br>13       | 9<br>12        | SSE<br>11<br>14 | 10<br>14       | 10<br>15        | 11<br>17       | SSE<br>11<br>17 | SSE<br>11<br>15 | 11<br>15              | 12<br>15       | 12<br>16              | 12<br>16               | 13<br>17        | 13<br>17        | 14<br>18        | 14<br>19        | 14<br>20        | 14<br>20      | 14<br>20      | 14<br>20      | 14<br>20      | 14<br>20           | 14<br>21           | 14<br>21      | 14<br>20      | 14<br>20      | 14<br>20        | 13<br>19        |
| 51/52                | SE<br>8<br>12  | 8<br>15              | 8<br>14               | 9<br>14      | 10<br>11      | SE<br>10<br>12 | 10<br>12       | 9<br>12               | 10<br>13       | 10<br>12       | 10<br>14        | 10<br>14       | 11<br>16        | 12<br>18       | 12<br>19        | 12<br>16        | 12<br>15              | 12<br>16       | 12<br>16              | 13<br>17               | 13<br>17        | 13<br>18        | 14<br>18        | 14<br>19        | 14<br>19        | 14<br>19      | 15<br>20      | 15<br>20      | 14<br>20      | 14<br>20           | 14<br>20           | 14<br>21      | 14<br>20      | 14<br>20      | 14<br>20        | 14<br>19        |
| 37/38                | 8<br>12        | 8<br>14              | 5<br>7<br>14          | 7<br>11      | SSE<br>9<br>9 | SE<br>10<br>11 | 9<br>11        | SE<br>8<br>11         | 9<br>12        | 9<br>12        | 9<br>14         | 10<br>14       | SSE<br>11<br>17 | 11<br>18       | 13<br>20        | 12<br>16        | 12<br>16              | 12<br>16       | 13<br>16              | 13<br>17               | 13<br>17        | 14<br>18        | 14<br>18        | 14<br>18        | 14<br>18        | 14<br>19      | 15<br>20      | 15<br>20      | 15<br>21      | 14<br>20           | S<br>15<br>21      | 15<br>21      | 14<br>20      | S<br>14<br>20 | 14<br>20        | S<br>14<br>20   |
| 25/26                | 5<br>7<br>11   | 7<br>13              | 6<br>11               | 6<br>8       | 7<br>8        | 8<br>10        | 8<br>11        | 8<br>12               | 8<br>12        | 8<br>12        | 9<br>14         | 9<br>15        | 10<br>16        | 11<br>19       | 12<br>20        | 12<br>16        | 12<br>16              | 12<br>16       | 13<br>16              | 13<br>17               | 13<br>17        | 14<br>18        | 14<br>17        | 14<br>18        | 14<br>18        | 14<br>19      | 14<br>20      | 14<br>20      | 14<br>21      | 14<br>20           | 15<br>21           | 14<br>20      | 14<br>20      | 14<br>19      | 14<br>19        | 14<br>19        |
| 11/12                | 5<br>7         | 6<br>9               | 5<br>7                | 6<br>7       | 6<br>7        | 7<br>10        | 8<br>11        | 9<br>13               | 8<br>13        | 8<br>13        | 8<br>15         | 9<br>16        | 10<br>17        | 12<br>21       | 12<br>21        | 12<br>16        | 13<br>17              | 13<br>16       | 13<br>17              | 13<br>17               | 14<br>17        | 14<br>17        | 14<br>17        | 14<br>17        | 14<br>18        | 14<br>19      | 14<br>19      | 15<br>20      | 15<br>21      | 14<br>21           | 15<br>21           | 14<br>21      | 14<br>20      | 14<br>19      | 14<br>19        | 14<br>18        |
| 1 & 2 Bravo          | SSE<br>5<br>7  | 6<br>8               | SSE<br>6<br>6         | SE<br>6<br>6 | 7<br>8        | 8<br>10        | 8<br>11        | 8<br>12               | 9<br>13        | 8<br>13        | 9<br>15         | 10<br>18       | 10<br>18        | 13<br>22       | 13<br>24        | 14<br>18        | 14<br>18              | 14<br>18       | 14<br>18              | 14<br>18               | 14<br>18        | 14<br>18        | 14<br>18        | 14<br>18        | 14<br>18        | 15<br>19      | 15<br>19      | 15<br>20      | 16<br>22      | 16<br>22           | 16<br>21           | 16<br>21      | 16<br>20      | 15<br>19      | 15<br>20        | 15<br>19        |
|                      | SE             | SE                   | SE                    | ESE          | ESE           | SE             | SE             | SE                    | SE             | SE             | SE              | SSE            | SE              | SSE            | SSE             | SSE             | SSE                   | SSE            | SSE                   | SSE                    | SSE             | SSE             | SSE             | SSE             | SSE             | SSE           | 5             | S             | SSE           | S                  | S                  | S             | 5             | S             | S               | S               |

# Houston Pilots: Sun. 1/1/2023





## **Forecast Discussion**

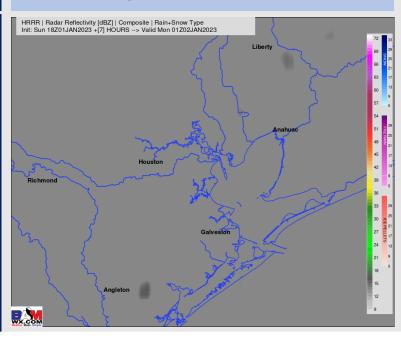
**Precip:** Favoring mostly dry conditions the rest of the evening with a 10% chance for a pocket of light mist / drizzle.

Wind: Sustained winds out of the generally out of the SE at 5-10 kts for all stations north of Morgan's Point. Stations south of Morgan's Point likely see sustained winds of 10 – 15 kts. Gusts out of the SE at 20 – 25 kts will be possible through the afternoon.

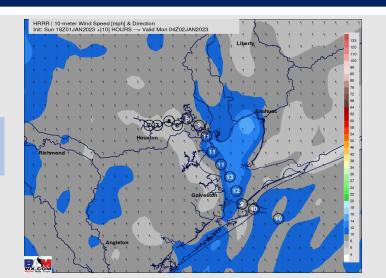
**Temps:** Low temps Monday AM in the mid to low 60s F at the Boarding Station and in the upper 60s F at all other stations.

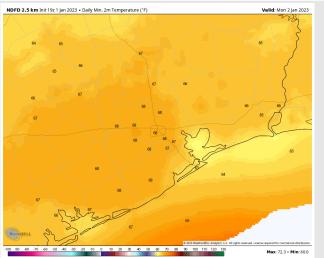
Visibility: Check the slides above for more on reduced visibility potential.

## **Precip Forecast: 7 PM CT**



Wind Speed 10 PM CT





**Low Temps Monday AM** 

# Houston Pilots: Mon. 1/2/2023





## **Forecast Discussion**

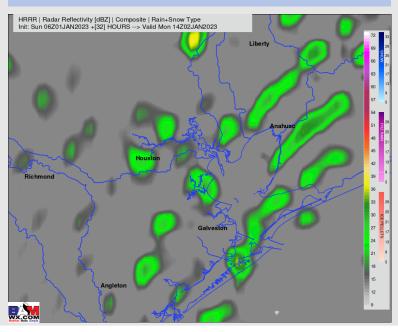
Precip: Favoring dry conditions until 7 AM. Post 7 AM, rain chances will slowly fill in the area, and increase in coverage. Favoring higher chances of rain and an isolated heavier pocket during the 2 PM – 8 PM window. After 8 PM spotty showers will linger throughout the overnight.

Wind: Sustained winds will be from the south for the majority of the day, veering from the SSW by 8 PM. Winds will be increasing during the AM hours to 16 – 22 kts across all stations between 10 AM – 5 PM. After 5 PM winds will weaken slightly North of Morgan's Point to 11 –14 kts and 15 – 21 kts S of Morgan's Point. Wind gusts will be highest between 10 AM – 5 PM across all stations at ~28 kts.

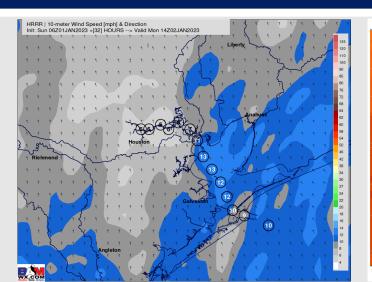
Temps: High temperatures Monday will be in the mid 70s F north of Morgan's Point, and in the upper 60s to low 70s F south of Morgan's Point.

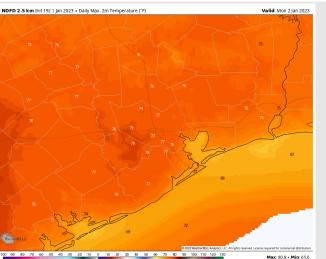
Visibility: Visibility concerns from fog will be possible Monday; however, gusty winds may aid in breaking fog up a bit early. (View visibility slide)

#### **Precip Forecast: 8 AM CT**



Wind Speed 8 AM CT





High Temps Monday

## Houston Pilots: Tues. 1/3/2023





## **Forecast Discussion**

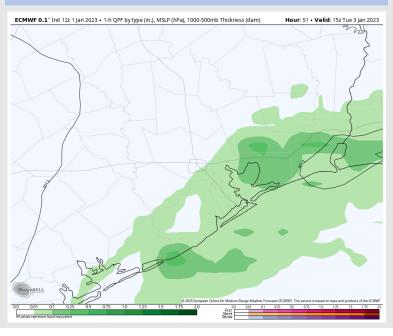
Precip: Spotty showers to continue through the early morning until more widespread coverage comes through 5 - 11 AM. After 11 AM, favoring dry conditions for the rest of the day.

Wind: Sustained winds out of the SSW at 12 – 17 kts with gusts of 15 – 20 kts before front moves through around 7 AM. After 7 AM, winds shift from the NW at 7 – 12 kts and last through the rest of the day.

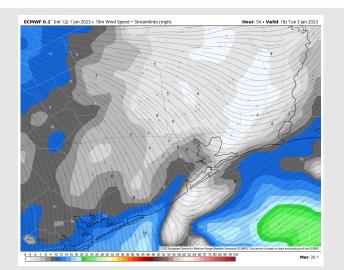
Temps: High temperatures on Tuesday will be upper 60s F near the Boarding Station and lower 70s F for all other stations.

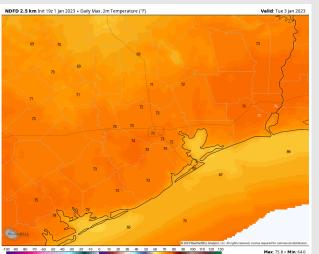
Visibility: Fog may be possible Tuesday AM before cold front works in.

## **Precip Forecast: 9 AM CT**



Wind Speed 12 PM CT

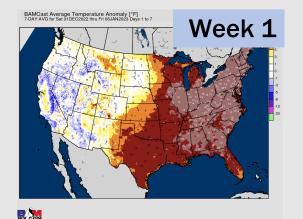


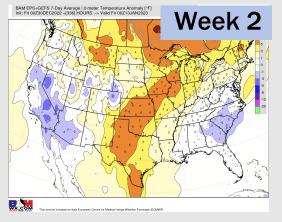


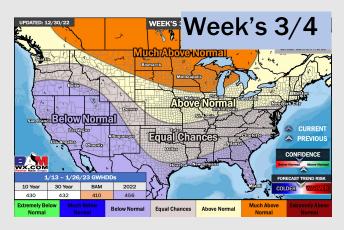
High Temps Tuesday

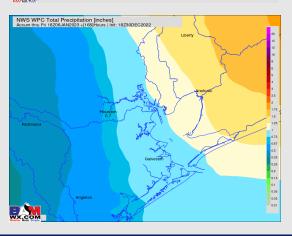
# **Houston Pilots: 1/1/23**

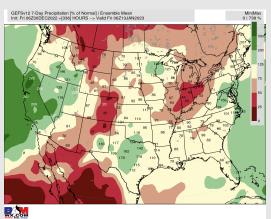


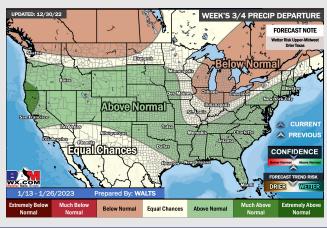












- Rain chances are limited this weekend with Monday and Tuesday looking like rather high chances for precip. Mid to late next week will be on the drier side. Temperatures expected to be much above average.
- Week 2 precipitation is expected to be near normal for the week 2 timeframe. Temperatures are to be above normal.
- $\triangleright$  Near normal precip chances and cooler weather is expected in the weeks  $\frac{3}{4}$  timeframe.