# **Houston Pilots Forecast Package**

Updated: 5:00 AM CT

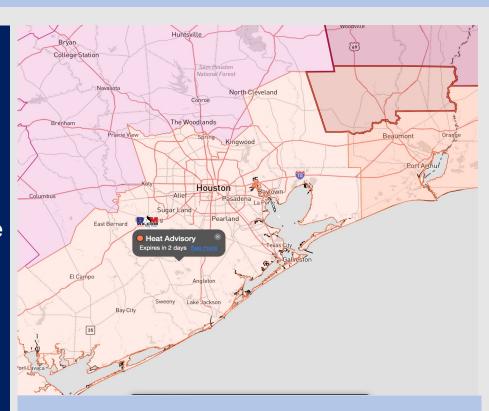
Friday, August 18, 2023





### **Weather Headlines**

- A dry forecast is in store over the coming days with the highest chances of rain coming Tuesday.
- Afternoon "feels like" temps will continue to sit 103-108F across the area.
- More on the slide below, but Tuesday needs watched for increased rain/wind potential pending track/intensity of a wave of energy moving through the Gulf.



Radar/NWS Alerts: 5:00 AM CT



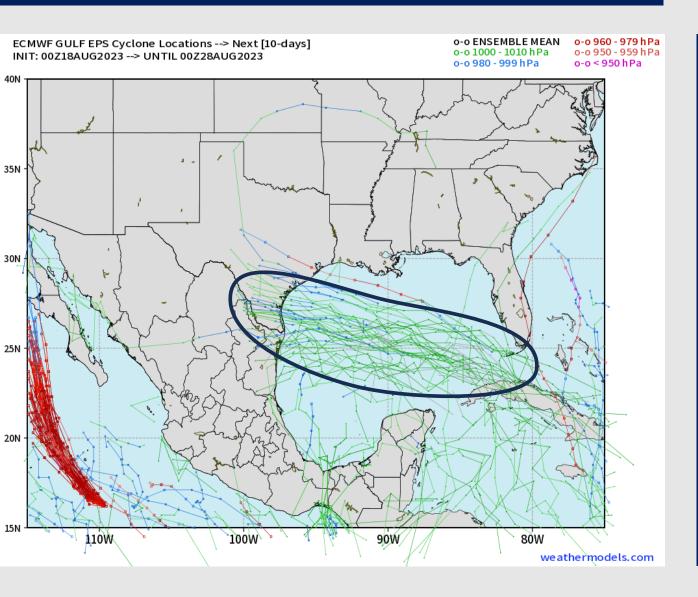
As always, please do not hesitate to reach out to us with any forecast questions via the chat option on the Weather Porthole or our on-call number, (317)-560-8122 press 1 for forecast questions.

# **Houston Pilots Tropical Update**





#### **European Low Pressure Tracks Next 10-Days**



Data is still suggestive of a loosely organized round of precip / increased winds developing in the Eastern Gulf over the coming days and moving west toward the Western Gulf on ~Tuesday.

Latest thinking is for the bulk of this system to move through S TX, with the Houston area seeing the N fringes of this system.

Right now we are not in favor of this pocket of energy reaching hurricane status, with low confidence of it reaching Tropical Storm status.

Regardless, at this distance Tuesday does hold the potential for rain and sustained winds ~20-30 kts at the boarding (specifics to be ironed out).

## Houston Pilots Visibility Chart (miles)





### **Forecast Confidence**



|                      |            |         |            |            |            |    |       |             |             |            |            |            | orm        |            |            |            |            |            |             |       |    | Belo<br>orm |     |       |    |         |     |       |    |      |    |    |    |    |            |    |
|----------------------|------------|---------|------------|------------|------------|----|-------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------|----|-------------|-----|-------|----|---------|-----|-------|----|------|----|----|----|----|------------|----|
| Time                 | Fri<br>4am |         | Fri<br>6am | Fri<br>7am | Fri<br>8am |    |       | Fri<br>11am | Fri<br>12pm | Fri<br>1pm | Fri<br>2pm | Fri<br>3pm | Fri<br>4pm | Fri<br>5pm | Fri<br>6pm | Fri<br>7pm | Fri<br>8pm | Fri<br>9pm | Fri<br>10pm |       |    |             |     |       |    |         |     |       |    |      |    |    |    |    | Sat<br>2pm |    |
| 610 Bridge           | 10         | 10      | 6          | 4          | 7          | 10 | 10    | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10          | 10    | 10 | 10          | 10  | 10    | 10 | 10      | 8   | 6     | 6  | 10   | 10 | 10 | 10 | 10 | 10         | 10 |
| Kinder 1             | 10         | 10      | 7          | 4          | 7          | 10 | 10    | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10          | 10    | 10 | 10          | 10  | 10    | 10 | 10      | 8   | 7     | 7  | 10   | 10 | 10 | 10 | 10 | 10         | 10 |
| Greens<br>Bayou      | 10         | 10      | 7          | 5          | 7          | 10 | 10    | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10          | 10    | 10 | 10          | 10  | 10    | 10 | 10      | 8   | 8     | 8  | 10   | 10 | 10 | 10 | 10 | 10         | 10 |
| Shell Crude          | 10         | 10      | 8          | 6          | 7          | 10 | 10    | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10          | 10    | 10 | 10          | 10  | 10    | 10 | 10      | 9   | 8     | 8  | 10   | 10 | 10 | 10 | 10 | 10         | 10 |
| Lynchburg<br>Ferries | 10         | 10      | 8          | 6          | 7          | 10 | 10    | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10          | 10    | 10 | 10          | 10  | 10    | 10 | 10      | 8   | 8     | 9  | 10   | 10 | 10 | 10 | 10 | 10         | 10 |
| Exxon 3              | 10         | 10      | 10         | 6          | 8          | 10 | 10    | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10          | 10    | 10 | 10          | 10  | 10    | 10 | 10      | 9   | 8     | 10 | 10   | 10 | 10 | 10 | 10 | 10         | 10 |
| Morgans<br>Point     | 10         | 10      | 10         | 7          | 10         | 10 | 10    | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10          | 10    | 10 | 10          | 10  | 10    | 10 | 10      | 10  | 10    | 10 | 10   | 10 | 10 | 10 | 10 | 10         | 10 |
| 75/76                | 10         | 10      | 10         | 9          | 10         | 10 | 10    | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10          | 10    | 10 | 10          | 10  | 10    | 10 | 10      | 10  | 10    | 10 | 10   | 10 | 10 | 10 | 10 | 10         | 10 |
| 63/64                | 10         | 10      | 10         | 9          | 10         | 10 | 10    | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10          | 10    | 10 | 10          | 10  | 10    | 10 | 10      | 10  | 10    | 10 | 10   | 10 | 10 | 10 | 10 | 10         | 10 |
| 51/52                | 10         | 10      | 10         | 10         | 10         | 10 | 10    | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10          | 10    | 10 | 10          | 10  | 10    | 10 | 10      | 10  | 10    | 10 | 10   | 10 | 10 | 10 | 10 | 10         | 10 |
| 37/38                | 10         | 10      | 10         | 10         | 10         | 10 | 10    | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10          | 10    | 10 | 10          | 10  | 10    | 10 | 10      | 10  | 10    | 10 | 10   | 10 | 10 | 10 | 10 | 10         | 10 |
| 25/26                | 10         | 10      | 10         | 10         | 10         | 10 | 10    | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10          | 10    | 10 | 10          | 10  | 10    | 10 | 10      | 10  | 10    | 10 | 10   | 10 | 10 | 10 | 10 | 10         | 10 |
| 11/12                | 10         | 10      | 10         | 10         | 10         | 10 | 10    | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10          | 10    | 10 | 10          | 10  | 10    | 10 | 10      | 10  | 10    | 10 | 10   | 10 | 10 | 10 | 10 | 10         | 10 |
| 1 & 2 Bravo          | 10         | 10      | 10         | 10         | 10         | 10 | 10    | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10          | 10    | 10 | 10          | 10  | 10    | 10 | 10      | 10  | 10    | 10 | 10   | 10 | 10 | 10 | 10 | 10         | 10 |
| NOT                  |            | T1. : . |            |            |            |    | اء اہ |             | . 41.       | _ 4        |            | . /        |            |            |            |            |            | Lla 4      | l           | - cc: | 1  | <b>D</b> A  | ъл. | 41- ! |    | ا عمد ا | l 4 | , _ £ |    | al a | 41 |    |    | !: |            |    |

NOTE: This is automated data that may/may not agree with the official BAM thinking that's found on the daily slides or special visibility report slides. This data should be used as a guide only

### **Houston Pilots Wind Chart**







Sustained wind 13 Knots

Gusts 18 Knots

WS: 13

G:18

N

| Time<br>Knots        | Fri<br>4am      | Fri<br>5am    | Fri<br>6am    | Fri<br>7am   | Fri<br>8am    | Fri<br>9am    | Fri<br>10am   | Fri<br>11am   | Fri<br>12pm   | Fri<br>1pm    | Fri<br>2pm     | Fri<br>3pm      | Fri<br>4pm      | Fri<br>5pm      | Fri<br>6pm      | Fri<br>7pm      | Fri<br>8pm    | Fri<br>9pm    | Fri<br>10pm   | Fri<br>11pm     |                 |                 | Sat<br>2am      |               |               |               |               | Sat<br>7am    |               | Sat<br>9am  | Sat<br>10am   |               | Sat<br>12pm   | Sat<br>1pm    |               | Sat<br>3pm      |
|----------------------|-----------------|---------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|---------------|---------------|-----------------|-----------------|-----------------|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| 610 Bridge           | 5<br>7<br>SSW   | 4<br>7<br>SSW | 3<br>6<br>SSW | 3<br>5<br>SW | 4<br>6<br>SW  | 5<br>7<br>WSW | 5<br>7<br>WSW | 4<br>6<br>WSW | 3<br>5<br>SW  | 3<br>4<br>S   | 4<br>6<br>SSE  | 5<br>8<br>SE    | 6<br>9<br>SE    | 8<br>11<br>SSE  | 9<br>12<br>SSE  | 10<br>13<br>SSE | 9<br>13<br>S  | 8<br>13<br>S  | 8<br>12<br>S  | 7<br>10<br>S    | 6<br>9<br>SSW   | 6<br>9<br>SSW   | 5<br>8<br>SSW   | 5<br>8<br>SW  | 5<br>7<br>SW  | 4<br>6<br>SW  | 3<br>5<br>SW  | 3<br>4<br>WSW | 4<br>6<br>WSW | 4<br>6<br>W | 4<br>7<br>WSW | 4<br>6<br>WSW | 4<br>5<br>WSW | 3<br>5<br>S   | 4<br>7<br>SSE | 5<br>8<br>SE    |
| Kinder 1             | 5<br>7<br>SSW   | 4<br>6<br>SSW | 3<br>5<br>SSW | 3<br>4<br>SW | 4<br>6<br>SW  | 5<br>7<br>WSW | 5<br>7<br>WSW | 4<br>6<br>WSW | 3<br>5<br>SW  | 3<br>4<br>S   | 4<br>6<br>SSE  | 6<br>8<br>SE    | 7<br>10<br>SE   | 8<br>11<br>SSE  | 9<br>12<br>SSE  | 10<br>12<br>SSE | 9<br>13<br>S  | 8<br>12<br>S  | 8<br>12<br>S  | 7<br>10<br>S    | 6<br>9<br>SSW   | 6<br>9<br>SSW   | 5<br>8<br>SW    | 5<br>8<br>SW  | 5<br>7<br>SW  | 4<br>6<br>SW  | 3<br>5<br>SW  | 2<br>4<br>WSW | 4<br>6<br>WSW | 4<br>7<br>W | 4<br>7<br>WSW | 4<br>6<br>WSW | 4<br>5<br>WSW | 3<br>5<br>S   | 4<br>6<br>SSE | 5<br>8<br>SE    |
| Greens<br>Bayou      | 4<br>7<br>SSW   | 4<br>6<br>SSW | 3<br>5<br>SSW | 3<br>4<br>SW | 4<br>6<br>SW  | 5<br>7<br>WSW | 5<br>7<br>WSW | 4<br>6<br>WSW | 3<br>4<br>SW  | 2<br>4<br>S   | 4<br>6<br>SSE  | 6<br>8<br>SE    | 7<br>10<br>SE   | 9<br>11<br>SSE  | 9<br>12<br>SSE  | 10<br>12<br>SSE | 9<br>13<br>S  | 8<br>12<br>S  | 8<br>12<br>S  | 7<br>10<br>S    | 6<br>9<br>SSW   | 6<br>9<br>SSW   | 5<br>8<br>SW    | 5<br>8<br>SW  | 5<br>7<br>SW  | 4<br>6<br>SW  | 3<br>5<br>SW  | 3<br>4<br>WSW | 4<br>6<br>WSW | 4<br>7<br>W | 4<br>7<br>WSW | 4<br>6<br>WSW | 3<br>5<br>WSW | 3<br>5<br>S   | 4<br>7<br>SSE | 6<br>8<br>SE    |
| Shell Crude          | 4<br>7<br>SSW   | 4<br>6<br>SSW | 3<br>5<br>SSW | 3<br>5<br>SW | 4<br>6<br>SW  | 5<br>7<br>WSW | 5<br>7<br>WSW | 4<br>6<br>WSW | 3<br>5<br>SW  | 3<br>4<br>S   | 4<br>6<br>SSE  | 7<br>9<br>SE    | 8<br>10<br>SE   | 9<br>12<br>SSE  | 10<br>12<br>SSE | 10<br>13<br>SSE | 9<br>13<br>S  | 8<br>12<br>S  | 8<br>12<br>S  | 7<br>10<br>S    | 6<br>9<br>SSW   | 6<br>9<br>SSW   | 5<br>8<br>SW    | 5<br>8<br>SW  | 5<br>7<br>SW  | 4<br>6<br>SW  | 3<br>5<br>WSW | 3<br>4<br>WSW | 4<br>7<br>WSW | 5<br>7<br>W | 4<br>7<br>WSW | 4<br>6<br>WSW | 3<br>5<br>WSW | 3<br>5<br>S   | 5<br>7<br>SSE | 6<br>8<br>SE    |
| Lynchburg<br>Ferries | 5<br>7<br>SSW   | 4<br>6<br>SSW | 4<br>5<br>SSW | 3<br>5<br>SW | 4<br>6<br>SW  | 5<br>7<br>WSW | 5<br>7<br>WSW | 4<br>6<br>WSW | 4<br>5<br>SW  | 3<br>5<br>S   | 5<br>7<br>SSE  | 8<br>9<br>SSE   | 9<br>11<br>SSE  | 10<br>13<br>SSE | 11<br>13<br>SSE | 11<br>14<br>SSE | 10<br>13<br>S | 9<br>13<br>S  | 9<br>12<br>S  | 7<br>10<br>SSW  | 7<br>9<br>SSW   | 6<br>9<br>SSW   | 6<br>8<br>SSW   | 6<br>8<br>SW  | 5<br>7<br>SW  | 4<br>6<br>SW  | 4<br>5<br>WSW | 3<br>5<br>WSW | 4<br>6<br>WSW | 5<br>7<br>W | 5<br>7<br>WSW | 4<br>6<br>WSW | 4<br>5<br>WSW | 4<br>5<br>S   | 5<br>7        | 7<br>9<br>SSE   |
| Exxon 3              | 6<br>8<br>SSW   | 5<br>7<br>SSW | 4<br>6<br>SW  | 4<br>6<br>SW | 5<br>7<br>SW  | 5<br>7<br>WSW | 5<br>7<br>WSW | 4<br>6<br>WSW | 4<br>5<br>SSW | 4<br>5<br>S   | 6<br>8<br>SSE  | 9<br>10<br>SSE  | 10<br>12<br>SSE | 11<br>14<br>SSE | 12<br>14<br>SSE | 11<br>14<br>SSE | 10<br>14<br>S | 10<br>13<br>S | 9<br>12<br>S  | 8<br>11<br>SSW  | 7<br>10<br>SSW  | 7<br>9<br>SSW   | 6<br>8<br>SW    | 6<br>8<br>SW  | 6<br>8<br>SW  | 5<br>7<br>SW  | 4<br>6<br>WSW | 4<br>6<br>WSW | 5<br>7<br>WSW | 5<br>7<br>W | 5<br>7<br>W   | 4<br>6<br>WSW | 4<br>6<br>SW  | 4<br>6<br>S   | 6<br>8        | 8<br>10<br>SSE  |
| Morgans<br>Point     | 7<br>9<br>SSW   | 6<br>8<br>SW  | 6<br>7<br>SW  | 5<br>7<br>SW | 5<br>7<br>SW  | 6<br>8<br>WSW | 6<br>7<br>WSW | 5<br>6<br>SW  | 5<br>6<br>S   | 6<br>7<br>SSE | 8<br>9<br>SSE  | 10<br>12<br>SSE | 11<br>13<br>SSE | 13<br>15<br>SSE | 13<br>15<br>SSE | 13<br>15<br>SSE | 12<br>15<br>S | 11<br>14<br>S | 10<br>13<br>S | 9<br>11<br>SSW  | 9<br>11<br>SSW  | 8<br>10<br>SSW  | 8<br>9<br>SW    | 7<br>9<br>SW  | 7<br>9<br>SW  | 6<br>8<br>SW  | 6<br>7<br>WSW | 5<br>7<br>WSW | 5<br>7<br>WSW | 6<br>8<br>W | 5<br>7<br>W   | 4<br>6<br>WSW | 4<br>6<br>SSW | 5<br>7<br>SSE | 7<br>9<br>SSE | 9<br>11<br>SSE  |
| 75/76                | 9<br>10<br>SW   | 8<br>10<br>SW | 7<br>8<br>SW  | 7<br>8<br>SW | 7<br>8<br>SW  | 7<br>8<br>WSW | 6<br>7<br>WSW | 5<br>7<br>SW  | 5<br>7<br>SSE | 6<br>8<br>SE  | 9<br>10<br>SSE | 11<br>13<br>SSE | 13<br>14<br>SSE | 15<br>17<br>SSE | 15<br>17<br>SSE | 15<br>16<br>S   | 14<br>16<br>S | 14<br>15<br>S | 12<br>14<br>S | 11<br>13<br>SSW | 11<br>12<br>SSW | 10<br>11<br>SSW | 10<br>11<br>SW  | 9<br>11<br>SW | 9<br>10<br>SW | 8<br>9<br>WSW | 8<br>9<br>WSW | 7<br>8<br>WSW | 7<br>8<br>W   | 7<br>8<br>W | 6<br>8<br>W   | 4<br>7<br>WSW | 4<br>7<br>S   | 5<br>8<br>SE  | 8<br>10       | 10<br>12<br>SSE |
| 63/64                | 9<br>10<br>SW   | 8<br>9<br>SW  | 7<br>8<br>SW  | 7<br>8<br>SW | 7<br>8<br>SW  | 7<br>8<br>WSW | 6<br>7        | 4<br>7<br>WSW | 4<br>6<br>SE  | 5<br>8<br>SE  | 8<br>10<br>SSE | 11<br>12<br>SSE | 12<br>14<br>SSE | 14<br>16<br>SSE | 15<br>16<br>SSE | 15<br>16<br>S   | 14<br>15<br>S | 13<br>14<br>S | 12<br>13<br>S | 11<br>12        | 11<br>12<br>SSW | 10<br>11<br>SSW | 10<br>11<br>SW  | 9<br>10<br>SW | 9<br>10       | 8<br>9<br>WSW | 8<br>9        | 7<br>8<br>WSW | 7<br>8<br>W   | 7<br>8<br>W | 6<br>7<br>W   | 4<br>7<br>W   | 4<br>6<br>ESE | 5<br>8<br>ESE | 7<br>9<br>SE  | 10<br>11<br>SSE |
| 51/52                | 8<br>10<br>SW   | 8<br>9<br>SW  | 7<br>8<br>SW  | 7<br>8<br>SW | 7<br>8<br>WSW | 7<br>8<br>WSW | 6<br>7<br>WSW | 4<br>6<br>WSW | 4<br>6<br>SSE | 5<br>7<br>SE  | 7<br>9<br>SSE  | 10<br>11<br>SSE | 11<br>13<br>SSE | 13<br>14<br>SSE | 14<br>15<br>S   | 14<br>16<br>S   | 13<br>14<br>S | 12<br>13<br>S | 12<br>13<br>S | 11<br>12        | 10<br>12<br>SSW | 10<br>11<br>SSW | 9<br>10<br>SW   | 9<br>10<br>SW | 8<br>9<br>SW  | 8<br>9<br>WSW | 7<br>8        | 7<br>8<br>WSW | 7<br>8<br>W   | 7<br>8<br>W | 6<br>7<br>W   | 4<br>7<br>W   | 4<br>6<br>ESE | 5<br>7<br>ESE | 7             | 9<br>10<br>SSE  |
| 37/38                | 8<br>9<br>SSW   | 8<br>9<br>SW  | 7<br>8<br>SW  | 6<br>7<br>SW | 6<br>7<br>WSW | 7<br>8<br>WSW | 6<br>7<br>WSW | 4<br>6<br>SW  | 4<br>6<br>SSE | 5<br>7<br>SSE | 7<br>8<br>SSE  | 9<br>10<br>SSE  | 10<br>12<br>S   | 11<br>13<br>S   | 12<br>13<br>S   | 13<br>14<br>S   | 12<br>13<br>S | 10<br>12<br>S | 10<br>11<br>S | 10<br>11<br>SSW | 10<br>11<br>SSW | 9<br>10<br>SSW  | 8<br>10<br>SW   | 8<br>9<br>SW  | 8<br>9<br>SW  | 7<br>8<br>WSW | 7<br>8<br>WSW | 7<br>8<br>WSW | 7<br>8<br>W   | 7<br>8<br>W | 6<br>7<br>W   | 4<br>6<br>W   | 4<br>6<br>SE  | 5<br>7<br>ESE | 6<br>8<br>SE  | 8<br>10<br>SSE  |
| 25/26                | 7<br>9<br>SSW   | 7<br>8<br>SW  | 6<br>7<br>SW  | 6<br>7<br>SW | 6<br>7<br>WSW | 6<br>7<br>WSW | 6<br>7<br>WSW | 5<br>6<br>SW  | 5<br>6<br>S   | 6<br>7<br>SSE | 7<br>8<br>SSE  | 8<br>9<br>S     | 9<br>10<br>S    | 10<br>11<br>S   | 10<br>11<br>S   | 10<br>12<br>S   | 9<br>11<br>S  | 9<br>10<br>S  | 8<br>10<br>S  | 9<br>10<br>SSW  | 8<br>10<br>SSW  | 8<br>10<br>SSW  | 8<br>9<br>SSW   | 7<br>8<br>SW  | 7<br>8<br>SW  | 6<br>8<br>WSW | 6<br>7<br>WSW | 6<br>7<br>WSW | 6<br>7<br>W   | 6<br>8<br>W | 5<br>7<br>W   | 4<br>6<br>W   | 4<br>6<br>S   | 5<br>6<br>SE  | 7<br>8<br>SSE | 8<br>9<br>SSE   |
| 11/12                | 8<br>9<br>SSW   | 7<br>9<br>SW  | 7<br>8<br>SW  | 6<br>7<br>SW | 7<br>7<br>SW  | 7<br>7<br>WSW | 6<br>7<br>WSW | 5<br>6<br>SW  | 5<br>6<br>SSW | 6<br>7<br>S   | 7<br>8<br>SSE  | 8<br>9<br>S     | 9<br>10<br>S    | 9<br>11<br>S    | 9<br>11<br>S    | 10<br>11<br>S   | 9<br>11<br>S  | 9<br>10<br>S  | 9<br>10<br>S  | 9<br>10<br>SSW  | 9<br>10<br>SSW  | 8<br>10<br>SSW  | 8<br>10<br>SSW  | 8<br>9<br>SW  | 7<br>8<br>SW  | 7<br>8<br>SW  | 7<br>8<br>WSW | 6<br>8<br>WSW | 7<br>8<br>W   | 7<br>8<br>W | 6<br>7<br>W   | 5<br>6<br>W   | 4<br>6<br>SW  | 5<br>6<br>SSE | 6<br>7<br>SSE | 7<br>9<br>SSE   |
| 1 & 2 Bravo          | 10<br>11<br>SSW | 9<br>10<br>SW | 9<br>10<br>SW | 8<br>9<br>SW | 8<br>9<br>SW  | 7<br>8<br>WSW | 6<br>7<br>WSW | 6<br>7<br>WSW | 4<br>5<br>SW  | 4<br>5<br>SSW | 5<br>6<br>S    | 7<br>8<br>S     | 8<br>9<br>S     | 9<br>10<br>S    | 10<br>10<br>S   | 10<br>11<br>S   | 10<br>11<br>S | 10<br>11<br>S | 10<br>11<br>S | 10<br>11<br>S   | 10<br>11<br>SSW | 10<br>11<br>SSW | 10<br>11<br>SSW | 9<br>10<br>SW | 9<br>10<br>SW | 9<br>9<br>SW  | 9<br>9<br>WSW | 8<br>9<br>WSW | 8<br>9<br>W   | 8<br>8<br>W | 6<br>8<br>W   | 5<br>7<br>W   | 4<br>6<br>SW  | 4<br>6<br>S   | 5<br>7<br>S   | 6<br>8<br>S     |

NOTE: This is automated data that may/may not agree with the official BAM thinking that's found on the daily slides.

This data should be used as a guide only

## Houston Pilots: Fri. 8/18/2023





### **Forecast Discussion**

**Precip:** Dry conditions today.

Wind: Winds will be out of the SW/SSW for all stations throughout the day. N of Morgan's Point: 3-8 kts through 3 PM, increasing to 6-11 kts for the remainder of the day. S of Morgan's Point: Speeds will be 10-15 kts through 10 AM. After this time, winds will decrease to 3-8 kts through 3 PM, before increasing to 12-17 kts for the rest of the evening (gusts 15-20 kts at the boarding station possible).

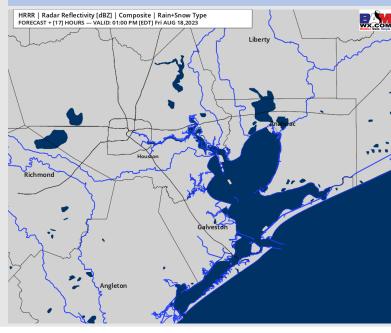
High Temps: S of Morgan's Point: Low/mid 90s. N of Morgan's Point: Upper 90s/low 100s F

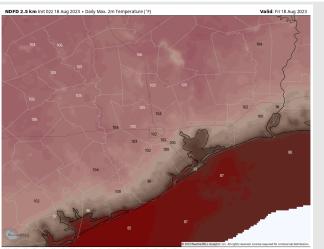
Visibility: No visibility issues.

Wind Speed: 5 PM CT

HRRR | 10-meter Wind Speed [mph] & Direction

#### Precip Image: 12 PM CT





**High Temps** Today

## Houston Pilots: Sat. 8/19/2023





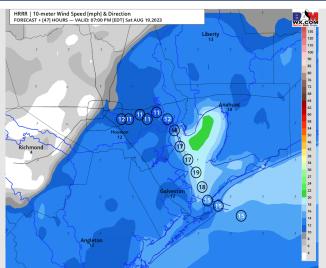
### **Forecast Discussion**

**Precip:** Saturday is expected to stay dry.

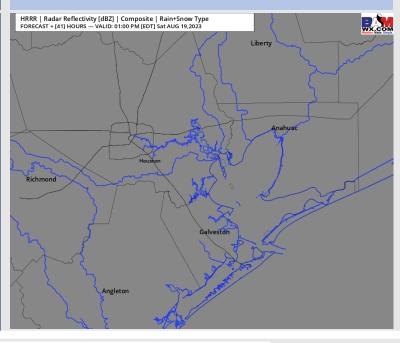
Wind: Winds will be out of the SW through the AM before turning more out of the S after 1 PM. N of Morgan's Point: 4-9 kts through 5 PM before increasing to 7-12kts the rest of the day. S of Morgan's Point: 10-15 kts through 10 AM. After this time, winds will decrease to 4-9 kts through 3 PM, before increasing to 12-17 kts for the rest of the evening (gusts 15-20 kts possible at the boarding station).

High Temps: S of Morgan's Point: Low/mid 90s F. N of Morgan's Point: Upper 90s/low 100s F.

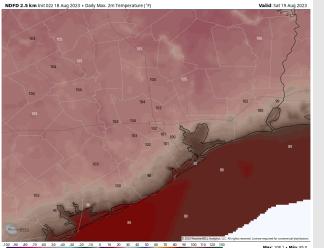
Visibility: Not visibility concerns.



#### Precip Image: 12 PM CT







**High Temps** Saturday

## Houston Pilots: Sun. 8/20/2023





### **Forecast Discussion**

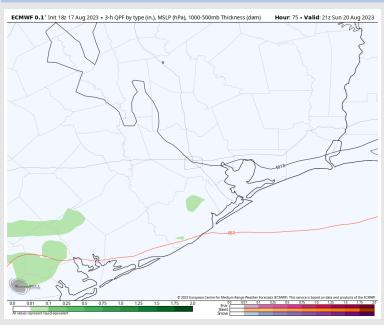
**Precip:** Dry weather favored (isolated 10% chance between 3-5 PM).

Wind: Winds transition from out of the SW to NW throughout the morning SUN before becoming variable by noon. After 3 PM, winds will be out of the SW the rest of the day. N of Morgan's Point: 3-8 kts until 6 PM, increasing to 7-12 kts for the remainder of the evening. S of Morgan's Point: 12-17 kts until 6 AM, then decreasing to 6-11 kts through 6 PM. After 6 PM, winds increase to 10-15 kts remainder of the day.

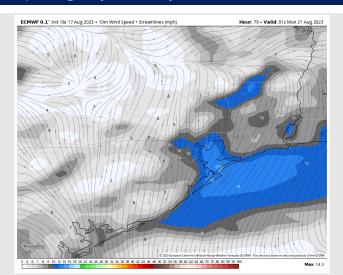
High Temps: S of Morgan's Point: Low/mid 90s F. N of Morgan's Point: Upper 90s/low 100s F.

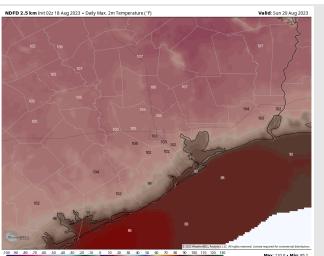
Visibility: Not anticipating any visibility concerns.

#### Precip Image: 4 PM CT



Wind Speed: 8 PM CT



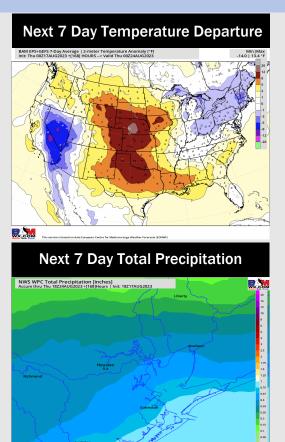


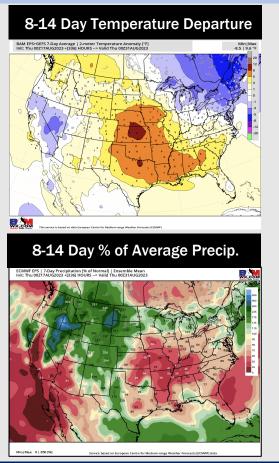
High Temps SUN

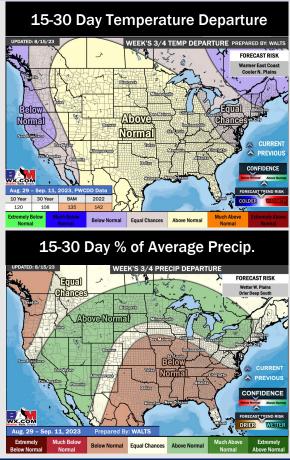
### Houston Pilots: 8/18/23











- Next Tuesday will be the "best" precip chance over the next several days with most of the next several days staying dry. Heavy rain looks to be possible with Tuesday's wave of activity pending track of the system.
- Expecting near normal precipitation chances and above normal temperatures for the week 2 timeframe.
- Above normal temperatures and below normal chances for precipitation are favored in the weeks <sup>3</sup>/<sub>4</sub> timeframe.