Houston Pilots Forecast Package

Updated: 2:00 PM CT

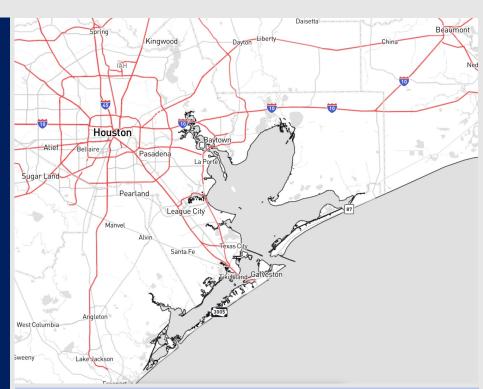
Monday, October 2, 2023

Forecaster: Jonathan Kipper



Weather Headlines

- Not anticipating tropical development in the Gulf of Mexico over the next 7-10 days.
- Majority of rain chances in the morning over the next 2 3 days secluded S of 11/12 and near the Boarding Station, with chances moving ashore in the afternoon.
- ➤ Elevated winds of 13-18 kts will persist over the next 2 – 3 days for Stations S of Morgan's Point
- Not anticipating any visibility concerns over the next few days.



Radar/NWS Alerts: 1:50 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 Chart (miles)





Forecast Confidence

Above Normal



Below Normal

| Time | | Mon 2pm | Mon 3pm | Mon 4pm | Mon 5pm | Mon 6pm | Mon 7pm | Mon 8pm | Mon 9pm | Mon 10pm | Mon 11pm | Tue 12am | Tue 1am | Tue 2am | Tue 3am | Tue 4am | Tue 5am | Tue 6am | Tue 7am | Tue 8am | Tue 9am | Tue 10am | Tue 11am | Tue 12pm | Tue 1pm | Tue 2pm | Tue 3pm | Tue 4pm | Tue 5pm | Tue 6pm | Tue 7pm | Tue 8pm | Tue 9pm | Tue 10pm | Tue 11pm | Wed 12am |
|----------------------|----|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|
| 610 Bridge | 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 |
| Kinder 1 | 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 |
| Greens Bayou | 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 |
| Shell Crude | 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 |
| Lynchburg Ferries | 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 |
| Exxon 3 | 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 |
| Morgans Point | 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 |
| 75/76 | 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 |
| 63/64 | 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 |
| 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 |

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 | Mon | Mon | Mon | Mon | Mon | Mon | Mon | Mon | Mon | Mon | Mon | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | Tue | | Wed |
|----------------------|---------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|--------------|--------------|---------------|---------------|---------------|----------------|----------------|----------------|---------------|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Knots | 1pm | 2pm | 3pm | 4pm | 5pm | 6pm | 7pm | 8pm | 9pm | 10pm | 11pm | 12am | 1am | 2am | 3am | 4am | 5am | 6am | 7am | 8am | 9am | 10am | 11am | 12pm | 1pm | 2pm | 3pm | 4pm | 5pm | 6pm | 7pm | 8pm | 9pm | 10pm | | 12am |
| 610 Bridge | 9 | 9 | 8 | 8 | 9 | 9 | 9 | 8 | 6 | 5 | 5 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 6 | 7 | 8 | 9 | 9 | 9 | 9 | 9 | 9 | 10 | 10 | 9 | 8 | 7 | 6 | 6 | 5 |
| | 13 | 12 | 12 | 12 | 13 | 13 | 13 | 12 | 9 | 8 | 7 | 6 | 6 | 7 | 6 | 7 | 7 | 7 | 8 | 9 | 10 | 12 | 13 | 13 | 14 | 14 | 14 | 14 | 15 | 14 | 13 | 12 | 10 | 9 | 9 | 8 |
| | E | E | E | ESE | ESE | ESE | ESE | SE | ESE | ESE | ESE | E | E | E | E | ENE | ENE | ENE | ENE | ENE | E | E | ESE | ESE | ESE | ESE | ESE | ESE | SE | SE | ESE | ESE | ESE | ESE | ESE | ESE |
| Kinder 1 | 9 | 9 | 8 | 8 | 9 | 9 | 9 | 8 | 6 | 5 | 5 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 7 | 8 | 9 | 9 | 9 | 9 | 9 | 9 | 10 | 10 | 9 | 8 | 7 | 6 | 6 | 5 |
| | 13 | 12 | 12 | 12 | 13 | 13 | 12 | 12 | 9 | 8 | 7 | 6 | 6 | 7 | 6 | 7 | 7 | 7 | 8 | 9 | 11 | 13 | 13 | 13 | 14 | 14 | 14 | 14 | 15 | 14 | 13 | 12 | 10 | 9 | 9 | 8 |
| | E | E | E | ESE | ESE | ESE | ESE | SE | ESE | ESE | E | E | E | E | E | ENE | ENE | ENE | ENE | ENE | E | E | ESE | ESE | ESE | ESE | ESE | ESE | SE | SE | SE | ESE | ESE | ESE | ESE | ESE |
| Greens Bayou | 9 13 E | 8 12 E | 8 12 ESE | 8 12 ESE | 9 13 ESE | 9 12 ESE | 8 12 SE | 7 11 SE | 6 9 ESE | 5 7 ESE | 5 7 E | 4 6 E | 4 6 E | 4 7 E | 4 6 ENE | 4 7 ENE | 4 7 ENE | 5 7 ENE | 5 8 ENE | 6 9 ENE | 7 11 E | 8 13 E | 9 13 ESE | 9 13 ESE | 9 13 ESE | 9 14 ESE | 9 14 ESE | 9 14 ESE | 10 15 SE | 10 14 SE | 9 13 SE | 8 12 ESE | 7 10 ESE | 6 9 ESE | 6 9 ESE | 6 8 ESE |
| Shell Crude | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 8 | 6 | 5 | 5 | 4 | 4 | 5 | 4 | 5 | 5 | 5 | 5 | 6 | 7 | 8 | 9 | 9 | 9 | 9 | 10 | 10 | 10 | 10 | 9 | 9 | 7 | 6 | 6 | 6 |
| | 13 | 12 | 12 | 12 | 13 | 13 | 12 | 11 | 9 | 8 | 7 | 7 | 7 | 7 | 6 | 7 | 7 | 7 | 8 | 10 | 11 | 13 | 13 | 13 | 13 | 14 | 14 | 14 | 15 | 14 | 13 | 12 | 10 | 9 | 10 | 9 |
| | E | E | ESE | ESE | ESE | ESE | SE | SE | ESE | ESE | E | E | E | E | ENE | ENE | ENE | ENE | ENE | ENE | E | E | ESE | ESE | ESE | ESE | ESE | ESE | ESE | SE | SE | ESE | ESE | ESE | ESE | ESE |
| Lynchburg Ferries | 10 12 E | 9 12 E | 9 12 ESE | 9 12 ESE | 10 13 ESE | 10 13 ESE | 9 12 SE | 8 11 SE | 6 9 ESE | 5 8 ESE | 5 7 ESE | 5 7 E | 5 7 E | 5 7 E | 5 7 ENE | 5 7 ENE | 5 7 ENE | 5 8 ENE | 6 8 ENE | 7 10 ENE | 8 11 E | 9 13 E | 9 13 ESE | 9 12 ESE | 9 13 ESE | 9 13 SE | 10 14 ESE | 10 15 ESE | 11 15 SE | 11 14 SE | 10 13 SE | 9 12 ESE | 8 11 ESE | 7 10 ESE | 7 10 ESE | 7 9 ESE |
| Exxon 3 | 10 | 9 | 10 | 10 | 11 | 10 | 9 | 8 | 8 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 7 | 8 | 8 | 9 | 10 | 10 | 10 | 10 | 11 | 11 | 12 | 12 | 11 | 10 | 9 | 8 | 8 | 8 |
| | 13 | 12 | 12 | 13 | 14 | 13 | 13 | 11 | 10 | 9 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 9 | 9 | 10 | 11 | 13 | 13 | 12 | 13 | 14 | 15 | 15 | 16 | 15 | 14 | 13 | 12 | 11 | 11 | 11 |
| | E | E | ESE | ESE | ESE | ESE | SE | SE | ESE | ESE | ESE | ESE | E | E | E | ENE | ENE | ENE | ENE | ENE | E | E | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | SE | ESE | ESE | ESE | ESE | ESE |
| Morgans Point | 10 13 E | 10 13 E | 11 13 ESE | 11 14 ESE | 13 15 ESE | 12 15 ESE | 11 14 ESE | 11 13 ESE | 10 12 ESE | 8 10 ESE | 8 10 ESE | 8 10 ESE | 8 10 E | 8 10 E | 8 10 E | 8 10 E | 8 10 E | 8 10 ENE | 9 11 ENE | 9 11 ENE | 10 12 E | 11 13 E | 11 13 E | 11 13 ESE | 11 14 ESE | 11 15 ESE | 12 16 ESE | 13 16 ESE | 13 17 ESE | 13 16 ESE | 12 15 ESE | 12 14 ESE | 11 13 ESE | 10 13 ESE | 10 12 ESE | 10 13 ESE |
| 75/76 | 11 | 12 | 13 | 13 | 15 | 15 | 14 | 14 | 13 | 11 | 10 | 11 | 11 | 11 | 12 | 11 | 12 | 12 | 12 | 13 | 12 | 13 | 12 | 12 | 13 | 13 | 14 | 14 | 15 | 15 | 14 | 14 | 14 | 14 | 13 | 14 |
| | 13 | 14 | 15 | 15 | 17 | 17 | 16 | 15 | 14 | 12 | 12 | 12 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 14 | 14 | 15 | 14 | 14 | 15 | 16 | 17 | 17 | 18 | 17 | 16 | 16 | 15 | 15 | 15 | 16 |
| | E | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | E | E | E | E | E | ENE | E | E | E | E | ESE | SE |
| 63/64 | 12 | 13 | 14 | 14 | 15 | 15 | 15 | 14 | 13 | 11 | 11 | 11 | 12 | 12 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 14 | 14 | 14 | 15 | 15 | 15 | 15 | 14 | 15 | 14 | 16 |
| | 14 | 15 | 15 | 16 | 17 | 17 | 16 | 15 | 14 | 13 | 12 | 13 | 13 | 14 | 14 | 14 | 14 | 14 | 14 | 15 | 15 | 15 | 14 | 15 | 16 | 17 | 17 | 17 | 17 | 17 | 16 | 16 | 16 | 16 | 16 | 17 |
| | E | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | E | E | E | E | E | E | E | E | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | SE | SE |
| 51/52 | 13 | 14 | 14 | 14 | 14 | 15 | 14 | 13 | 12 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 14 | 13 | 14 | 14 | 15 | 15 | 14 | 14 | 14 | 14 | 16 |
| | 15 | 15 | 15 | 15 | 16 | 16 | 16 | 15 | 13 | 13 | 12 | 13 | 13 | 14 | 13 | 13 | 13 | 13 | 14 | 14 | 14 | 15 | 14 | 15 | 16 | 17 | 16 | 16 | 16 | 16 | 16 | 16 | 15 | 15 | 15 | 17 |
| | E | E | ESE | ESE | ESE | ESE | ESE | ESE | E | E | E | E | ENE | E | E | E | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | SE | SE |
| 37/38 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 13 | 12 | 11 | 11 | 12 | 12 | 13 | 12 | 12 | 12 | 12 | 13 | 13 | 13 | 14 | 13 | 14 | 13 | 14 | 13 | 14 | 14 | 14 | 14 | 14 | 13 | 14 | 14 | 15 |
| | 16 | 16 | 15 | 15 | 15 | 16 | 15 | 15 | 13 | 12 | 12 | 13 | 13 | 14 | 13 | 13 | 13 | 13 | 14 | 14 | 15 | 15 | 15 | 16 | 16 | 16 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 17 |
| | E | E | E | E | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | E | E | E | E | E | E | E | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | SE | SE |
| 25/26 | 14 | 14 | 13 | 13 | 13 | 13 | 12 | 12 | 11 | 10 | 10 | 11 | 11 | 12 | 11 | 11 | 11 | 11 | 11 | 12 | 12 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 12 | 12 | 12 | 12 | 13 |
| | 16 | 16 | 15 | 15 | 15 | 15 | 14 | 14 | 12 | 12 | 12 | 12 | 13 | 13 | 12 | 12 | 13 | 12 | 13 | 13 | 14 | 14 | 15 | 15 | 15 | 15 | 15 | 14 | 15 | 14 | 14 | 14 | 14 | 14 | 14 | 15 |
| | E | E | E | E | E | E | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | E | E | ESE | E | E | ESE | ESE | ESE | ESE | E | ESE | SE | SE |
| 11/12 | 14 | 14 | 13 | 13 | 13 | 13 | 12 | 12 | 11 | 11 | 11 | 11 | 12 | 12 | 12 | 11 | 12 | 12 | 12 | 12 | 12 | 13 | 13 | 13 | 13 | 12 | 12 | 12 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 14 |
| | 16 | 16 | 15 | 15 | 14 | 14 | 14 | 14 | 12 | 12 | 12 | 13 | 13 | 14 | 13 | 13 | 13 | 13 | 13 | 14 | 14 | 14 | 15 | 15 | 15 | 15 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 15 |
| | E | E | E | E | E | E | E | ESE | ESE | E | ESE | ESE | ESE | ESE | ESE | ESE | ESE | ESE | E | ESE | E | E | ESE | ESE | ESE | ESE | E | ESE | SE | SE |
| 1 & 2 Bravo | 16 | 15 | 14 | 14 | 14 | 14 | 14 | 14 | 13 | 13 | 13 | 14 | 14 | 14 | 14 | 14 | 14 | 15 | 14 | 15 | 15 | 15 | 14 | 16 | 14 | 14 | 13 | 14 | 14 | 14 | 15 | 15 | 15 | 15 | 16 | 17 |
| | 17 | 17 | 16 | 16 | 15 | 16 | 15 | 15 | 14 | 14 | 14 | 15 | 15 | 16 | 16 | 15 | 15 | 16 | 16 | 17 | 16 | 16 | 16 | 17 | 16 | 14 | 14 | 15 | 15 | 15 | 16 | 16 | 16 | 16 | 17 | 18 |
| | E | E | E | E | E | E | E | E | E | E | ESE | ESE | ESE | ESE | ESE | ESE | E | ESE | E | ESE | ESE | ESE | ESE | ESE | ESE | ESE | E | ESE | SE | SE |

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: Mon. 10/2/2023



Precip Image: 3 PM CT



Forecast Discussion

Precip: Favoring dry conditions for throughout the rest of the day as showers look to remain off to the SE.

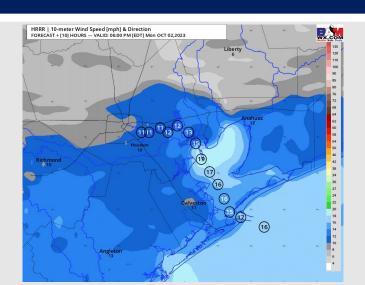
Wind: Winds are expected to remain out of the E/SE for the remainder of the day. For Stations N of Morgan's Point, winds will continue at 8 - 12 kts before decreasing to 2-7 kts by 8 PM. Winds S of Morgan's Point will be 13-18 kts for the rest of the day. Wind Gusts of 23-28 kts will be possible through 8 PM for all stations.

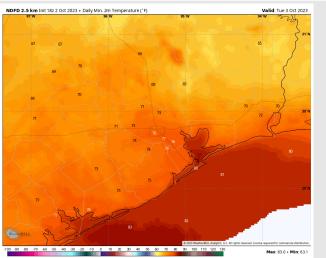
Low Temps: N of Morgan's Point: Mid/Upper 70s F. S of Morgan's Point: Low 80s F.

Visibility: No visibility concerns expected for today.

HRRR | Radar Reflectivity [dBZ] | Composite | Rain+Snow Type FORECAST + (14) HOURS — VALID: 04:00 PM [EDT] Mon OCT 02, 2023 Liberty An Initial Richmond Angleton Walki Tue 3 Oct 2023 - Daily Min, 2m Temperature (*f)

Wind Speed: 5 PM CT





Low Temps Tuesday AM

Houston Pilots: Tue. 10/3/2023





Forecast Discussion

Precip: Stations S of 11/12 will see low-end isolated shower chances (20%) starting at 3 AM. Chances then increase to 30-40% for all stations towards 6 AM through 6 PM. After 6 PM, showers will taper off to a drizzle/light rain at ~10% for the remainder of the evening.

Wind: Winds will be out of the ESE to SE throughout the day. For Stations N of Morgan's Point, winds will begin the day relatively calm at 2-7 kts but will gradually increase to 7-12 kts by 11 AM and will decrease to 3-8 kts by 7 PM. Winds S of Morgan's Point will be 13-18 kts throughout most of the day with a slight decrease to 11-16kts after 6 PM. Gusts reaching 22 - 25 kts will be possible near the Boarding Station after 8 AM and until 3 PM with a few gusty thunderstorms.

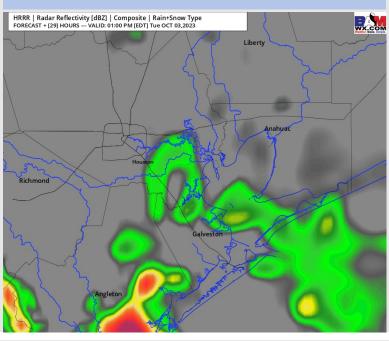
High Temps: N of Morgan's Point: Upper 80s to 90 F. S of Morgan's Point: Mid to upper 80s F.

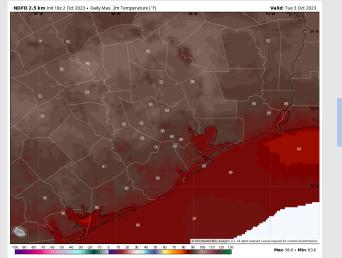
Visibility: Not anticipating any visibility issues at this time.

HRRR | 10-meter Wind Speed (mph) & Direction

Wind Speed: 2 PM CT

Precip Image: 12 PM CT





High Temps Tuesday

Houston Pilots: Wed. 10/4/2023





Forecast Discussion

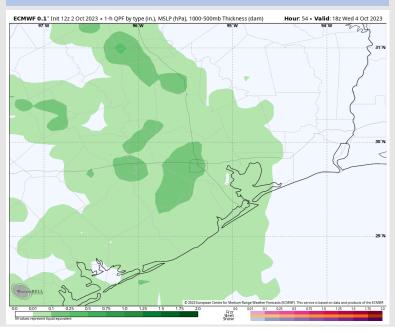
Precip: Isolated shower chances will be at play in the AM across all stations (20%). Towards 12 PM coverage will expand more to create scattered chances (30-40%) across all stations for the PM before coverage tapers off near 7 PM.

Wind: Winds will be out of the SE on Wednesday. For Stations N of Morgan's Point, winds will be at 2-7 kts but will gradually increase to 7-12 kts by 11 AM. Winds slightly decrease to 5 - 10 kts after 9 PM. Winds S of Morgan's Point will be 13-18 kts throughout the day. Gusts reaching 20 - 23 kts will be possible near the Boarding Station after 5 PM.

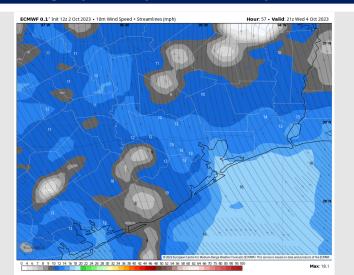
High Temps: N of Morgan's Point: Upper 80s to near 90 F. S of Morgan's Point: Mid to upper 80s F.

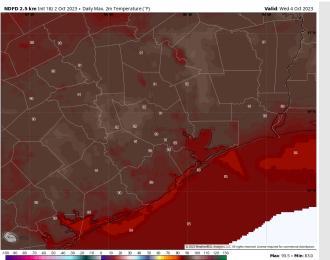
Visibility: Not anticipating any visibility issues currently.

Precip Image: 1 PM CT



Wind Speed: 5 PM CT



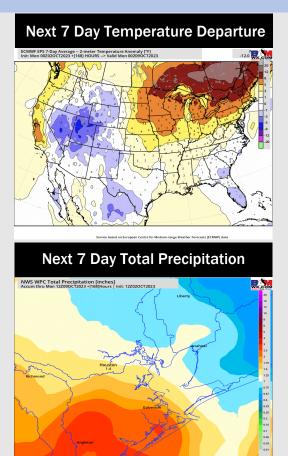


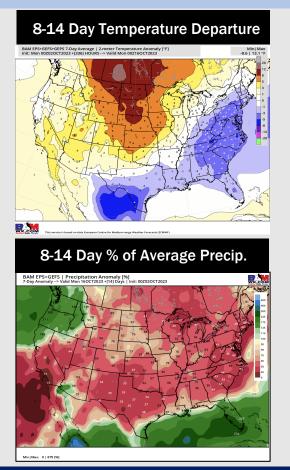
High Temps Wednesday

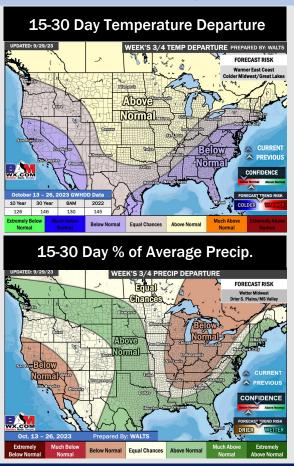
Houston Pilots: 10/2/23











- Very isolated shower chances at play for the Boarding Station today. Spotty shower chances look to be at play for every day this week. A cold front on Thu/Fri will look to cool temps. Until then, Temperatures will remain slightly above normal.
- Generally drier/slightly colder than average temperatures are expected into the week 2 timeframe.
- ➤ Below normal temperatures and above normal chances for precipitation are favored in the weeks ¾ timeframe.