

# Houston Pilots Forecast Package



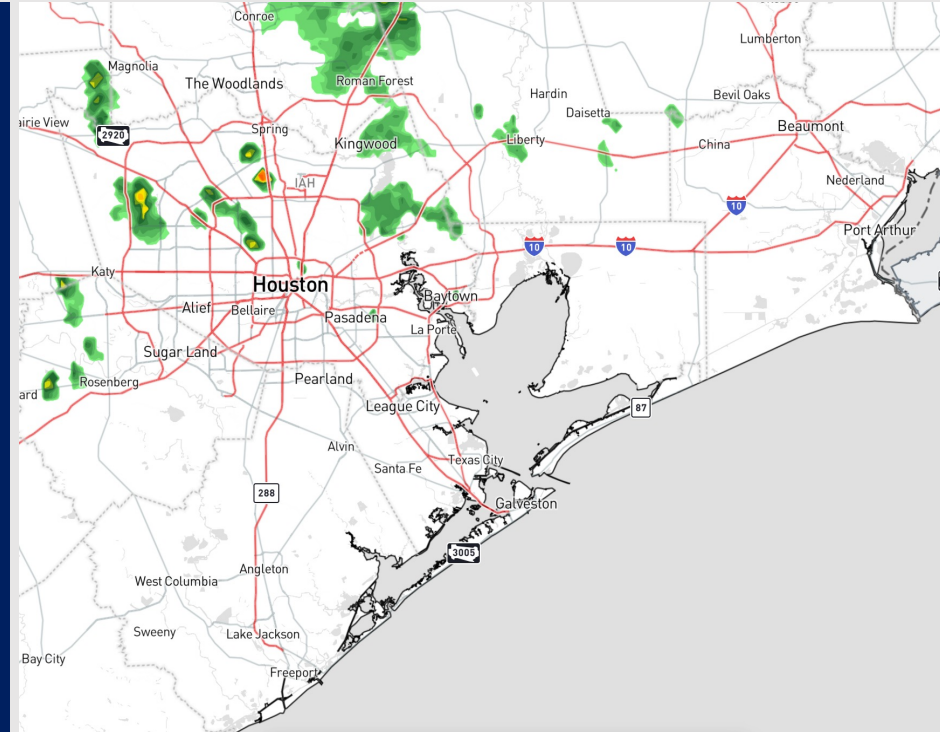
Updated: 4:25 AM CT

Monday, October 23, 2023

Forecaster: Will Danby

## Weather Headlines

- Although minor rain chances around over the next several days, the next best shot of rain will be when a cold front arrives Thursday.
- Wind speeds will generally be highest in the forecast during peak daytime heating at around 10 - 15 kts consistently. Check wind analysis for more details.
- Not anticipating any fog concerns over the next couple days.



**Radar/NWS Alerts: 4:20 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 Visibility Chart (miles)



| Time                     | Mon 3am | Mon 4am | Mon 5am | Mon 6am | Mon 7am | Mon 8am | Mon 9am | Mon 10am | Mon 11am | Mon 12pm | Mon 1pm | 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 |    |
|--------------------------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|---------|---------|----|
| <b>610 Bridge</b>        | 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      | 10 |
| <b>Kinder 1</b>          | 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      | 10 |
| <b>Greens Bayou</b>      | 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      | 10 |
| <b>Shell Crude</b>       | 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      | 10 |
| <b>Lynchburg Ferries</b> | 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      | 10 |
| <b>Exxon 3</b>           | 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      | 10 |
| <b>Morgans Point</b>     | 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      | 10 |
| <b>75/76</b>             | 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      | 10 |
| <b>63/64</b>             | 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      | 10 |
| <b>51/52</b>             | 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      | 10 |
| <b>37/38</b>             | 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      | 10 |
| <b>25/26</b>             | 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      | 10 |
| <b>11/12</b>             | 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      | 10 |
| <b>1 &amp; 2 Bravo</b>   | 10      | 10      | 10      | 10      | 10      | 10      | 10      | 10       | 10       | 10       | 10      | 10      | 10      | 10      | 10      | 9       | 9       | 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



## Forecast Confidence



## Example

Sustained wind 13 Knots  
Gusts 18 Knots  
Wind from the N

WS: 13  
G:18  
N

| Time Knots               | Mon 3am        | Mon 4am        | Mon 5am         | Mon 6am         | Mon 7am         | Mon 8am        | Mon 9am        | Mon 10am       | Mon 11am        | Mon 12pm        | Mon 1pm         | 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        |               |
|--------------------------|----------------|----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|---------------|
| <b>610 Bridge</b>        | 5<br>15<br>SSE | 3<br>10<br>SE  | 2<br>5<br>ESE   | 2<br>6<br>E     | 4<br>11<br>ESE  | 4<br>13<br>SE  | 5<br>13<br>SSE | 6<br>11<br>SSE | 7<br>11<br>SSE  | 11<br>18<br>SSE | 8<br>13<br>SSE  | 9<br>14<br>SE  | 9<br>15<br>SE  | 10<br>16<br>SE | 10<br>17<br>SE | 11<br>17<br>SE | 11<br>17<br>SE | 10<br>16<br>SE | 10<br>15<br>SE | 9<br>14<br>SE  | 9<br>13<br>SE  | 9<br>13<br>SE  | 9<br>13<br>SE  | 8<br>12<br>SE  | 8<br>12<br>SE  | 8<br>12<br>SE  | 8<br>12<br>SE  | 7<br>11<br>SE  | 7<br>11<br>SE   | 8<br>9<br>SE    | 9<br>11<br>SSE  | 11<br>16<br>SSE | 12<br>18<br>SSE | 12<br>18<br>SSE | 13<br>19<br>SSE | 12<br>17<br>SE |               |
| <b>Kinder 1</b>          | 5<br>15<br>SSE | 3<br>10<br>SE  | 2<br>5<br>ESE   | 2<br>7<br>E     | 5<br>11<br>ESE  | 5<br>14<br>SE  | 5<br>13<br>SSE | 6<br>11<br>SSE | 7<br>12<br>SSE  | 11<br>17<br>SSE | 8<br>13<br>SSE  | 8<br>12<br>SE  | 10<br>14<br>SE | 9<br>15<br>SE  | 10<br>17<br>SE | 11<br>17<br>SE | 11<br>17<br>SE | 10<br>16<br>SE | 10<br>15<br>SE | 9<br>14<br>SE  | 9<br>13<br>SE  | 9<br>13<br>SE  | 9<br>13<br>SE  | 8<br>12<br>SE  | 8<br>12<br>SE  | 8<br>12<br>SE  | 7<br>11<br>SE  | 7<br>11<br>SE  | 8<br>9<br>SE    | 9<br>11<br>SSE  | 11<br>16<br>SSE | 12<br>18<br>SSE | 12<br>18<br>SSE | 13<br>19<br>SSE | 12<br>17<br>SE  |                |               |
| <b>Greens Bayou</b>      | 4<br>13<br>SSE | 3<br>11<br>SE  | 2<br>6<br>ESE   | 2<br>8<br>ESE   | 5<br>11<br>ESE  | 5<br>14<br>SE  | 5<br>13<br>SSE | 5<br>11<br>SSE | 5<br>12<br>SSE  | 7<br>16<br>SSE  | 11<br>13<br>SSE | 8<br>12<br>SE  | 10<br>15<br>SE | 10<br>16<br>SE | 10<br>17<br>SE | 11<br>17<br>SE | 11<br>17<br>SE | 11<br>16<br>SE | 10<br>15<br>SE | 10<br>14<br>SE | 9<br>13<br>SE  | 9<br>13<br>SE  | 12<br>12<br>SE | 12<br>12<br>SE | 12<br>11<br>SE | 8<br>11<br>SE  | 7<br>11<br>SE  | 7<br>11<br>SE  | 8<br>9<br>SE    | 9<br>11<br>SSE  | 11<br>16<br>SSE | 12<br>18<br>SSE | 12<br>18<br>SSE | 13<br>19<br>SSE | 13<br>17<br>SE  |                |               |
| <b>Shell Crude</b>       | 4<br>12<br>SSE | 3<br>10<br>SE  | 2<br>6<br>E     | 3<br>10<br>ESE  | 5<br>12<br>ESE  | 6<br>14<br>SE  | 5<br>13<br>SSE | 5<br>11<br>SSE | 8<br>12<br>SSE  | 10<br>15<br>SSE | 9<br>13<br>SSE  | 10<br>12<br>SE | 10<br>15<br>SE | 10<br>16<br>SE | 11<br>17<br>SE | 11<br>17<br>SE | 11<br>17<br>SE | 11<br>16<br>SE | 10<br>15<br>SE | 10<br>14<br>SE | 9<br>13<br>SE  | 9<br>13<br>SE  | 8<br>12<br>SE  | 8<br>12<br>SE  | 8<br>12<br>SE  | 8<br>11<br>SE  | 7<br>11<br>SE  | 7<br>11<br>SE  | 8<br>9<br>SE    | 9<br>11<br>SSE  | 11<br>16<br>SSE | 12<br>18<br>SSE | 12<br>18<br>SSE | 13<br>19<br>SSE | 13<br>17<br>SE  |                |               |
| <b>Lynchburg Ferries</b> | 4<br>11<br>SSE | 3<br>10<br>SE  | 2<br>6<br>E     | 3<br>10<br>ESE  | 4<br>12<br>ESE  | 5<br>14<br>SE  | 6<br>13<br>SSE | 6<br>11<br>SSE | 8<br>16<br>SSE  | 11<br>14<br>SSE | 10<br>13<br>SSE | 11<br>15<br>SE | 11<br>17<br>SE | 10<br>17<br>SE | 12<br>17<br>SE | 12<br>17<br>SE | 12<br>17<br>SE | 11<br>16<br>SE | 11<br>15<br>SE | 11<br>14<br>SE | 10<br>13<br>SE | 9<br>13<br>SE  | 9<br>13<br>SE  | 9<br>12<br>SE  | 8<br>12<br>SE  | 8<br>12<br>SE  | 8<br>11<br>SE  | 8<br>11<br>SE  | 9<br>10<br>SE   | 10<br>11<br>SSE | 11<br>16<br>SSE | 12<br>18<br>SSE | 12<br>18<br>SSE | 13<br>19<br>SSE | 13<br>17<br>SE  |                |               |
| <b>Exxon 3</b>           | 4<br>11<br>SSE | 3<br>9<br>SE   | 3<br>9<br>ESE   | 4<br>11<br>ESE  | 5<br>12<br>ESE  | 6<br>14<br>SE  | 6<br>13<br>SSE | 6<br>11<br>SSE | 7<br>14<br>SSE  | 9<br>17<br>SSE  | 8<br>13<br>SSE  | 9<br>15<br>SE  | 10<br>17<br>SE | 11<br>17<br>SE | 12<br>17<br>SE | 12<br>17<br>SE | 12<br>17<br>SE | 11<br>16<br>SE | 11<br>15<br>SE | 11<br>14<br>SE | 10<br>13<br>SE | 10<br>13<br>SE | 10<br>13<br>SE | 9<br>12<br>SE  | 9<br>12<br>SE  | 9<br>12<br>SE  | 9<br>12<br>SE  | 9<br>11<br>SE  | 10<br>11<br>SSE | 11<br>16<br>SSE | 12<br>18<br>SSE | 12<br>18<br>SSE | 13<br>19<br>SSE | 13<br>17<br>SE  |                 |                |               |
| <b>Morgans Point</b>     | 5<br>10<br>SSE | 3<br>8<br>ESE  | 5<br>12<br>ESE  | 5<br>12<br>ESE  | 7<br>13<br>SSE  | 6<br>13<br>SSE | 6<br>11<br>SSE | 7<br>14<br>SSE | 10<br>16<br>SSE | 9<br>14<br>SSE  | 8<br>13<br>SSE  | 10<br>16<br>SE | 10<br>17<br>SE | 11<br>17<br>SE | 13<br>17<br>SE | 13<br>17<br>SE | 13<br>17<br>SE | 13<br>16<br>SE | 13<br>15<br>SE | 12<br>14<br>SE | 12<br>12<br>SE | 12<br>12<br>SE | 12<br>12<br>SE | 12<br>11<br>SE | 11<br>14<br>SE | 11<br>14<br>SE | 11<br>13<br>SE | 11<br>14<br>SE | 12<br>15<br>SSE | 13<br>16<br>SSE | 14<br>17<br>SSE | 14<br>16<br>SSE | 15<br>18<br>SSE | 15<br>17<br>SE  |                 |                |               |
| <b>75/76</b>             | 5<br>9<br>SSE  | 6<br>10<br>ESE | 6<br>12<br>ESE  | 6<br>13<br>ESE  | 7<br>14<br>ESE  | 7<br>13<br>SSE | 7<br>11<br>SSE | 8<br>14<br>SSE | 9<br>15<br>SSE  | 8<br>13<br>SSE  | 8<br>15<br>SE   | 9<br>16<br>SE  | 11<br>17<br>SE | 15<br>17<br>SE | 15<br>17<br>SE | 15<br>17<br>SE | 15<br>17<br>SE | 15<br>16<br>SE | 15<br>16<br>SE | 15<br>16<br>SE | 15<br>16<br>SE | 15<br>16<br>SE | 15<br>16<br>SE | 15<br>16<br>SE | 15<br>16<br>SE | 15<br>16<br>SE | 15<br>16<br>SE | 15<br>16<br>SE | 15<br>16<br>SE  | 15<br>16<br>SE  | 15<br>16<br>SE  | 15<br>16<br>SE  | 15<br>16<br>SE  | 15<br>16<br>SE  | 15<br>16<br>SE  | 15<br>16<br>SE |               |
| <b>63/64</b>             | 5<br>8<br>SSE  | 6<br>12<br>ESE | 6<br>13<br>ESE  | 7<br>13<br>ESE  | 7<br>13<br>ESE  | 6<br>13<br>SSE | 6<br>11<br>SSE | 6<br>14<br>SSE | 9<br>15<br>SSE  | 7<br>13<br>SSE  | 7<br>15<br>SE   | 8<br>16<br>SE  | 10<br>17<br>SE | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE  |               |
| <b>51/52</b>             | 4<br>9<br>SE   | 6<br>12<br>ESE | 7<br>13<br>ESE  | 7<br>13<br>ESE  | 8<br>13<br>ESE  | 6<br>13<br>SSE | 6<br>11<br>SSE | 5<br>12<br>SSE | 7<br>14<br>SSE  | 9<br>15<br>SSE  | 6<br>13<br>SSE  | 9<br>15<br>SE  | 9<br>17<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE  |               |
| <b>37/38</b>             | 4<br>10<br>ESE | 6<br>11<br>ESE | 7<br>13<br>ESE  | 7<br>14<br>ESE  | 7<br>14<br>ESE  | 5<br>13<br>SSE | 6<br>11<br>SSE | 6<br>14<br>SSE | 8<br>15<br>SSE  | 9<br>16<br>SSE  | 8<br>13<br>SSE  | 6<br>16<br>SE  | 8<br>17<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE  | 8<br>15<br>SE   | 8<br>15<br>SE   | 8<br>15<br>SE   | 8<br>15<br>SE   | 8<br>15<br>SE   | 8<br>15<br>SE   | 8<br>15<br>SE   | 8<br>15<br>SE  |               |
| <b>25/26</b>             | 5<br>11<br>ESE | 6<br>11<br>ESE | 7<br>13<br>ESE  | 7<br>13<br>ESE  | 7<br>14<br>ESE  | 6<br>14<br>SSE | 6<br>12<br>SSE | 6<br>14<br>SSE | 9<br>15<br>SSE  | 8<br>14<br>SSE  | 8<br>13<br>SSE  | 9<br>16<br>SE  | 10<br>17<br>SE | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE  | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE   | 8<br>16<br>SE  |               |
| <b>11/12</b>             | 6<br>12<br>SE  | 7<br>12<br>ESE | 8<br>13<br>ESE  | 8<br>14<br>ESE  | 8<br>14<br>ESE  | 5<br>13<br>SSE | 5<br>11<br>SSE | 9<br>14<br>SSE | 8<br>15<br>SSE  | 8<br>14<br>SSE  | 9<br>14<br>SSE  | 8<br>17<br>SE  | 11<br>18<br>SE | 7<br>13<br>SE  | 7<br>13<br>SE  | 7<br>13<br>SE  | 7<br>13<br>SE  | 7<br>13<br>SE  | 7<br>13<br>SE  | 7<br>13<br>SE  | 7<br>13<br>SE  | 7<br>13<br>SE  | 7<br>13<br>SE  | 7<br>13<br>SE  | 7<br>13<br>SE  | 7<br>13<br>SE  | 7<br>13<br>SE  | 7<br>13<br>SE  | 7<br>13<br>SE   | 7<br>13<br>SE   | 7<br>13<br>SE   | 7<br>13<br>SE   | 7<br>13<br>SE   | 7<br>13<br>SE   | 7<br>13<br>SE   | 7<br>13<br>SE  | 7<br>13<br>SE |
| <b>1 &amp; 2 Bravo</b>   | 7<br>12<br>SE  | 8<br>13<br>ESE | 10<br>15<br>ESE | 10<br>15<br>ESE | 10<br>15<br>ESE | 6<br>14<br>SSE | 6<br>12<br>SSE | 9<br>15<br>SSE | 8<br>16<br>SSE  | 8<br>15<br>SSE  | 9<br>15<br>SSE  | 7<br>18<br>SE  | 7<br>14<br>SE  | 9<br>14<br>SE  | 5<br>13<br>SE  | 13<br>14<br>SE | 14<br>15<br>SE | 14<br>15<br>SE | 14<br>15<br>SE | 14<br>15<br>SE | 14<br>15<br>SE | 14<br>15<br>SE | 14<br>15<br>SE | 14<br>15<br>SE | 14<br>15<br>SE | 14<br>15<br>SE | 14<br>15<br>SE | 14<br>15<br>SE | 14<br>15<br>SE  | 14<br>15<br>SE  | 14<br>15<br>SE  | 14<br>15<br>SE  | 14<br>15<br>SE  | 14<br>15<br>SE  | 14<br>15<br>SE  | 14<br>15<br>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

## Forecast Discussion

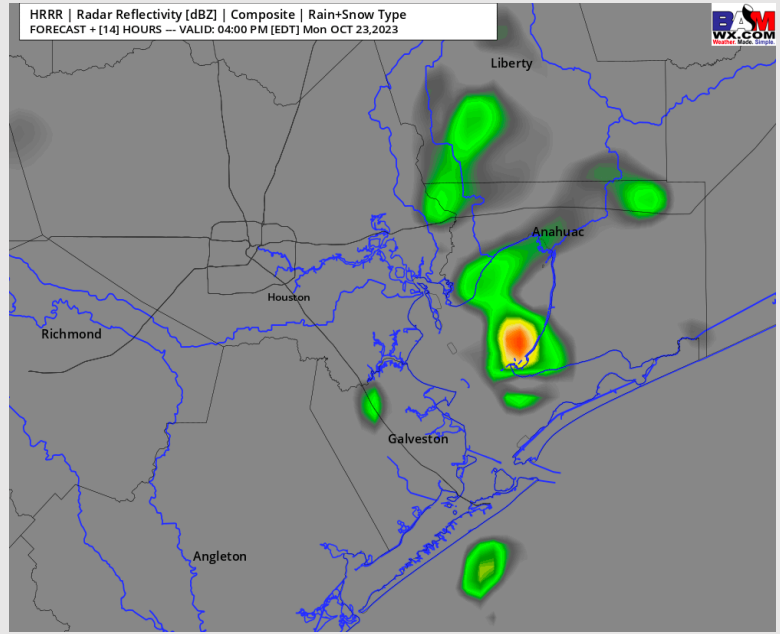
**Precip:** Showers/storms passing just west of the Bay this morning will remain to the west, leaving rain chances low (~10%) the rest of the AM. Towards noon, isolated showers will stream in from the SE, with chances at 30% through 6 PM.

**Wind:** Anticipating winds out of the SSE to SE throughout the day. For Stations N of Morgan's Point, winds will be at 3 - 7 kts through 10 AM before increasing to 7 - 12 kts the rest of the day. Around 8 PM, winds lighten to 4 - 9 kts. For stations S of Morgan's Point winds will 4 - 9 kts before speeds increase to 8 - 13 kts by 12 PM and remain that way for the rest of the evening. Towards 10 PM, winds at the Boarding Station can increase to 11 - 16 kts.

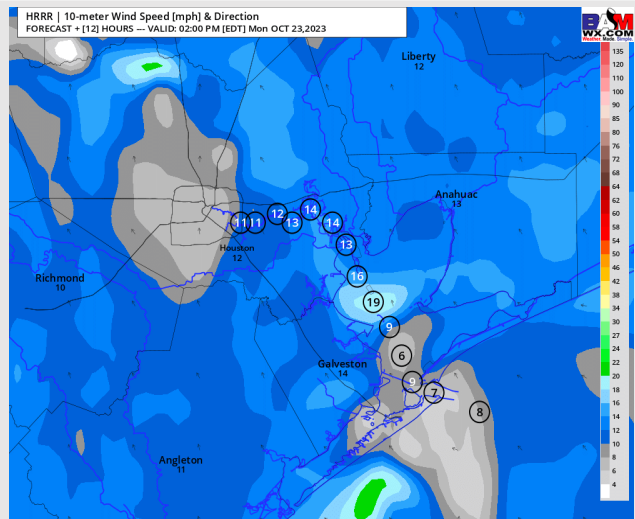
**High Temps:** N of Morgan's Point: Mid 80's F. S of Morgan's Point: Upper 70s F to 80 F.

**Visibility:** Not anticipating any visibility issues at this time.

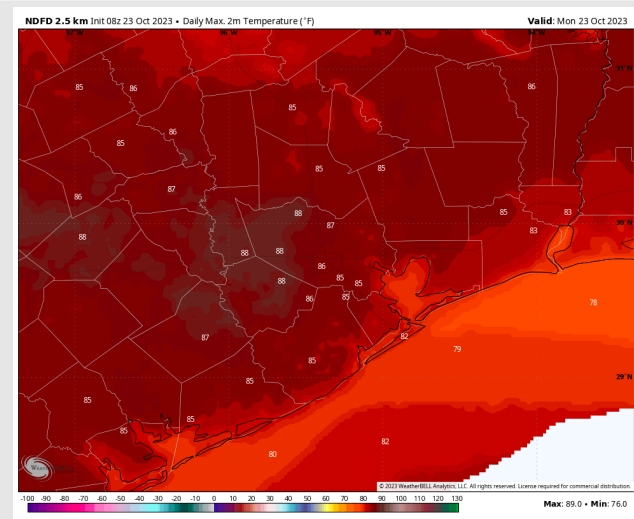
## Precip Image: 3 PM CT



Wind Speed:  
1 PM CT



High Temps  
Today





## Forecast Discussion

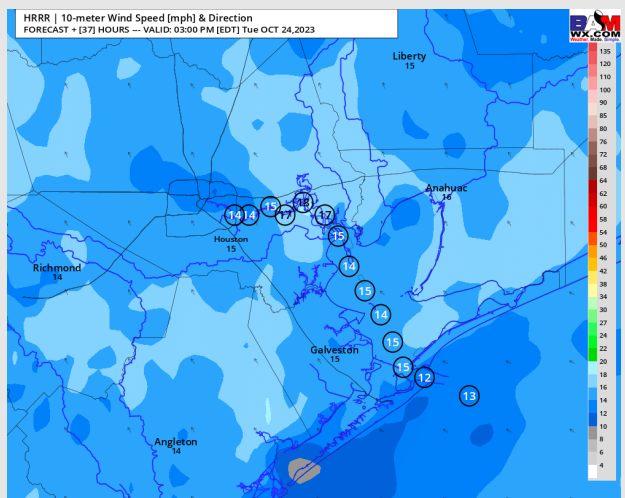
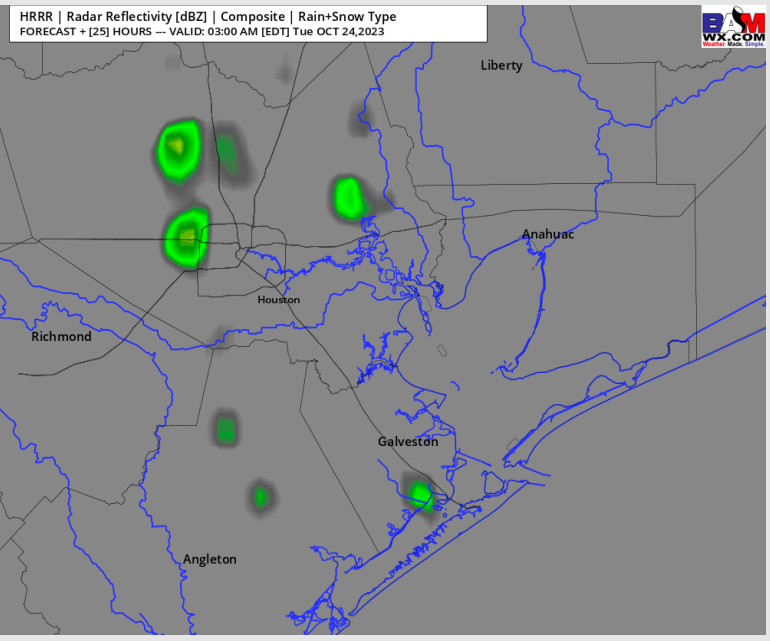
**Precip:** Minor 10% chances for drizzle will be possible through 8 AM. After 8 AM favoring dry conditions.

**Wind:** Winds will become out of the SE throughout the day Tuesday. Winds **N of Morgan's Point** prior to sunrise will be at 4 - 9 kts then increase to 6 - 11 kts by 10 AM. 12 PM - 6 PM will hold the highest winds at 8 -13 kts. Winds revert to 4 - 9 kts by sunset. **S of Morgan's Point** will be at 11 - 16 kts throughout the entire day. **Wind gusts of 20 - 22 kts will be possible in the Mid AM at the Boarding Station.**

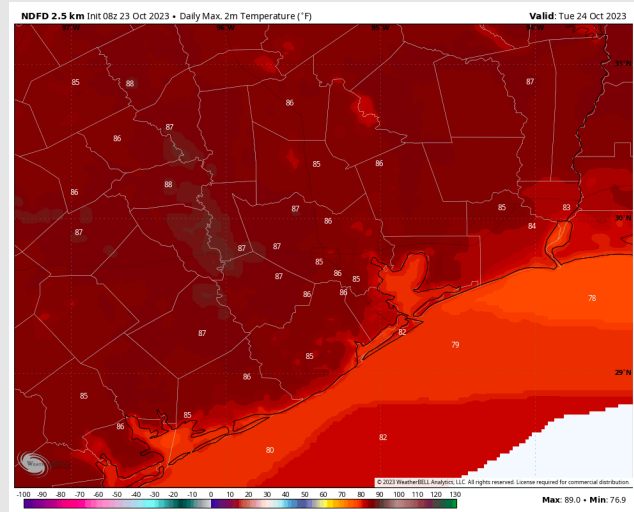
**High Temps:** **N of Morgan's Point:** Mid 80's F. **S of Morgan's Point:** Upper 70's/Near 80 F.

**Visibility:** No visibility concerns for the remainder of the day.

## Precip Image: 2 AM CT



Wind Speed:  
2 PM CT



High Temps  
Tuesday

## Forecast Discussion

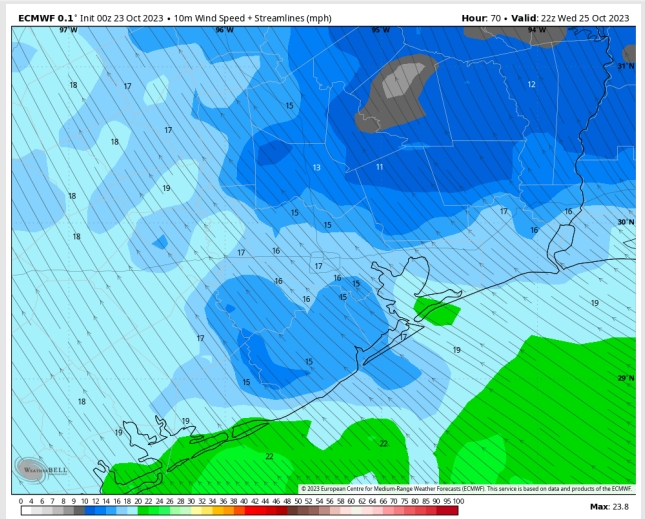
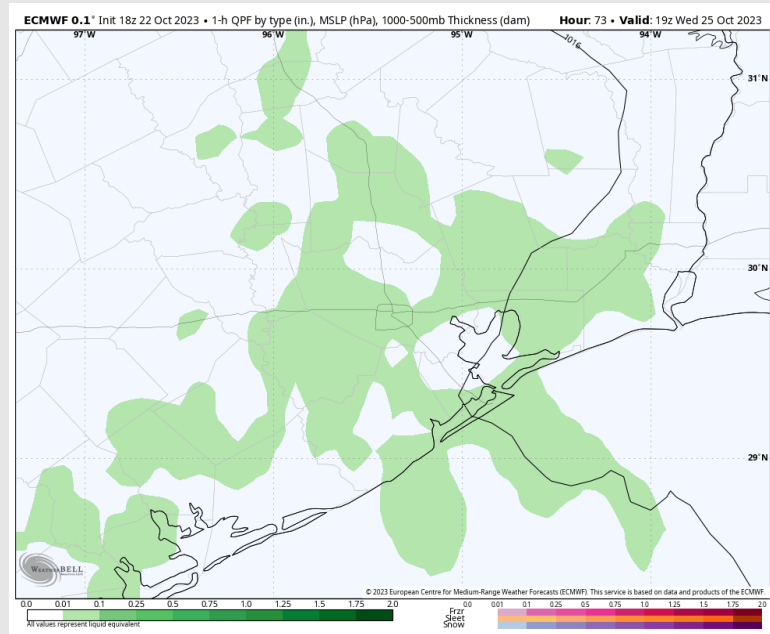
**Precip:** Favoring dry conditions through 10 AM WED before scattered showers/increasing moisture enters from the south. Chances would be near 30 -40% through 5 PM. After 5 PM a few spotty showers can persist at the Boarding Station.

**Wind:** Winds will be out of the SE for the entire day Wednesday. Winds **N of Morgan's Point** will be at 7 - 12 kts through 10 AM before increasing to 11 - 16 kts the rest of the day. Winds **S of Morgan's Point** will be at 13 - 18 kts throughout the entire day.

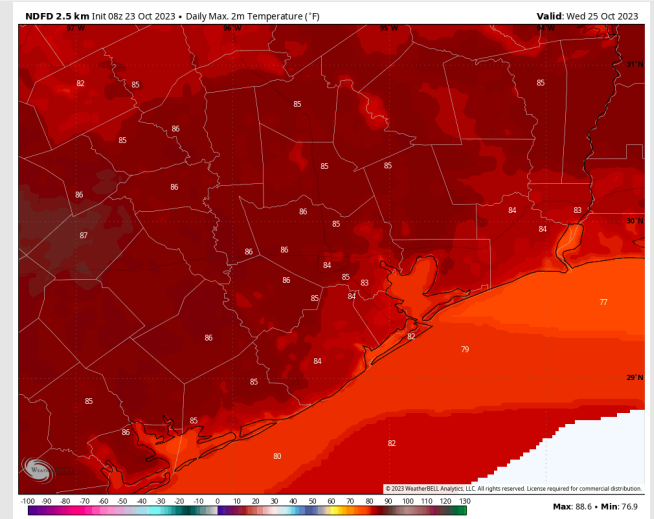
**High Temps:** **N of Morgan's Point:** Mid 80's F. **S of Morgan's Point:** High 70's F to near 80 F.

**Visibility:** Not anticipating any visibility issues at this time.

## Precip Image: 2 PM CT

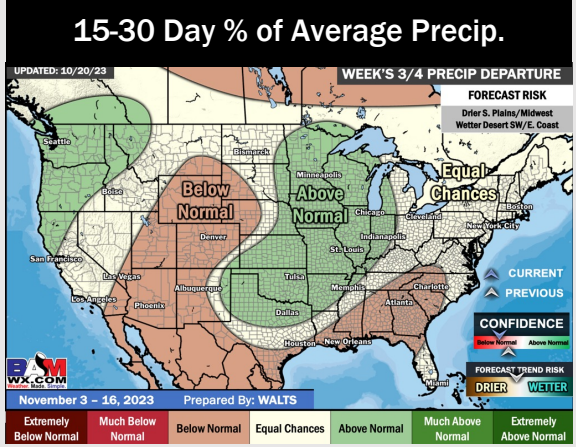
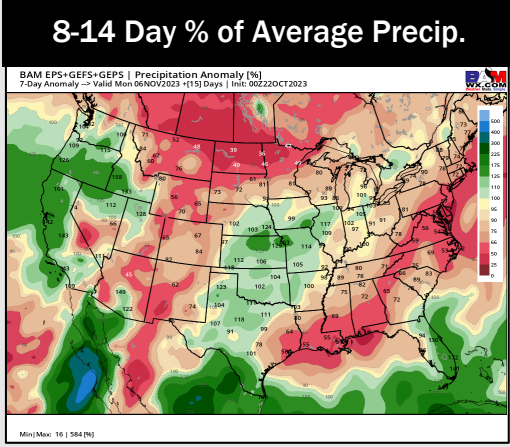
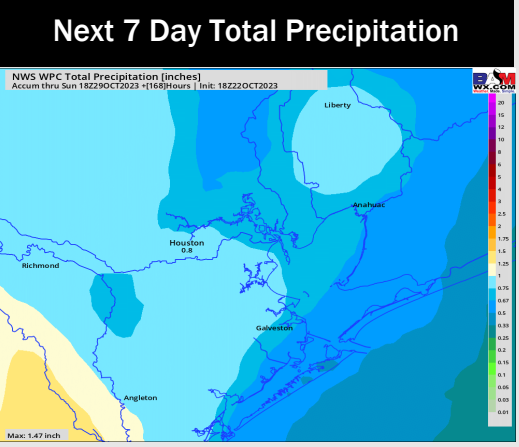
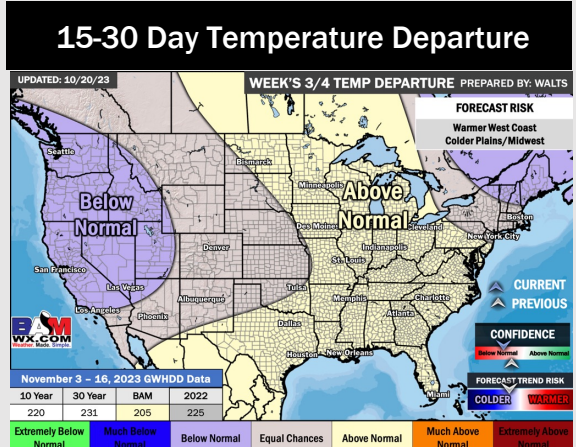
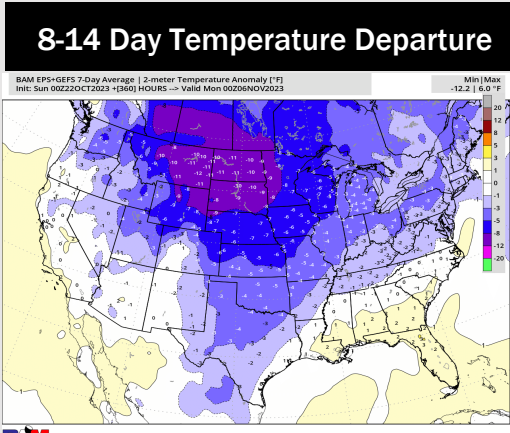
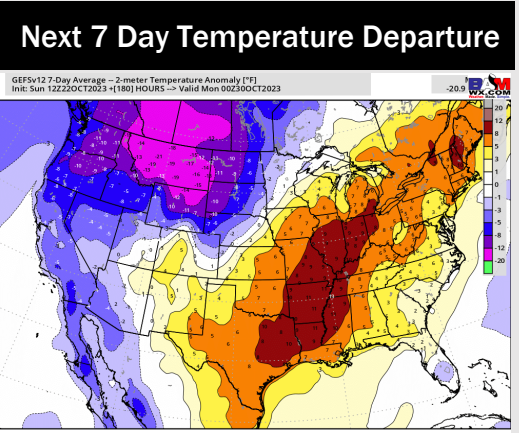


**Wind Speed:  
5 PM CT**



**High Temps  
Wednesday**

# Houston Pilots: 10/23/23



- Minor precip chances will continue for the short term with better chances moving in on Thursday via a cold front. Temperatures are favored to remain much above normal this week.
- Slightly below normal rainfall and seasonable temperatures are expected into the week 2 timeframe.
- Above normal temperatures and below normal chances for precipitation are favored in the weeks 3/4 timeframe.