# **Houston Pilots Forecast Package**

Updated: 2:50 PM CT Monday, December 4, 2023

**Forecaster: Will Danby** 

# Weather Headlines

- A dry forecast lies ahead; next best rain chance looks to arrive Saturday via a cold front
- Not foreseeing any fog concerns over the next 72 hours.
- Winds will seldom exceed 15 kts over the next 3 days.



Houston Pilots

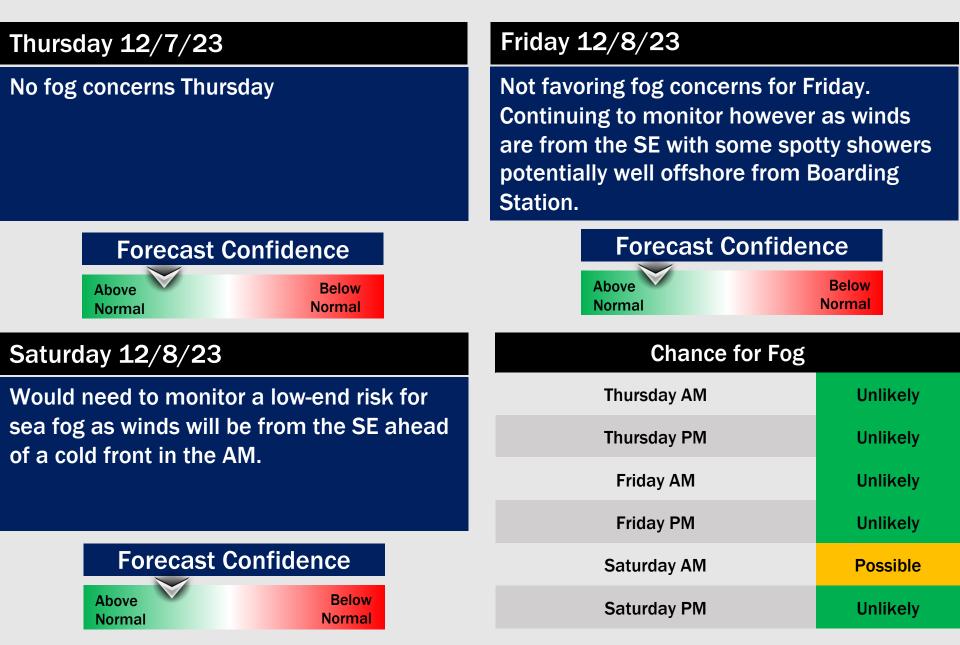
Radar/NWS Alerts: 2:44 PM CT



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 Extended Range Visibility Report**





### Houston Pilots Visibility Chart (miles)





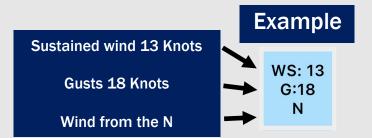
|                      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | Tue<br>11pm1 |    |
|----------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--------------|----|
| 610<br>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<br>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<br>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<br>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<br>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<br>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**







|                      |                   |                |                |                |                |               |                |               |                |                |                |                |                |                |                 |               |               |               |               |               |               | Tue<br>10am   |              |               |               |               |               |               |               |                            |               |               |             |              | Tue<br>11pm1  |               |
|----------------------|-------------------|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------------------|---------------|---------------|-------------|--------------|---------------|---------------|
| 610<br>Bridge        | 6<br>9<br>NNE     | 7<br>9<br>NNE  | 5<br>7<br>NNE  | 5<br>7<br>NE   | 3<br>6<br>NE   | 3<br>6<br>NE  | 1<br>4<br>E    | 3<br>6<br>ENE | 3<br>5<br>F    | 3<br>7<br>ENE  | 3<br>8<br>ENE  | 3<br>7<br>ENE  | 3<br>9<br>NE   | 3<br>8<br>NE   | 2<br>8<br>NE    | 2<br>4<br>NE  | 2<br>4<br>NE  | 3<br>4<br>ENE | 2<br>4<br>ENE | 2<br>4<br>ENE | 3<br>5<br>ENE | 3<br>4<br>ENE | 3<br>4<br>NE | 2<br>3<br>ESE | 3<br>5<br>NNW | 5<br>7<br>NNW | 4<br>7<br>NNW | 4<br>7<br>N   | 4<br>6<br>NNW | 3<br>5<br>N                | 3<br>5<br>N   | 4<br>5<br>NNW | 3<br>5<br>N | 4<br>6<br>N  | 4<br>7<br>N   | 5<br>7<br>N   |
| Kinder 1             | 6<br>9<br>NNE     | 7<br>10<br>NNE | 5<br>7         | 5<br>7<br>NE   | 3<br>6<br>NE   | 3<br>7<br>NNE | 1<br>4<br>E    | 3<br>6<br>NE  | 3<br>5<br>E    | 3<br>7<br>ENE  | 3<br>7<br>ENE  | 3<br>7<br>NE   | 3<br>9<br>NE   | 2<br>8<br>NE   | 3<br>9<br>NE    | 2<br>4<br>NE  | 2<br>4<br>NE  | 3<br>4<br>ENE | 2<br>4<br>ENE | 2<br>4<br>NE  | 3<br>5<br>ENE | 3<br>4<br>ENE | 3<br>4<br>NE | 2<br>3<br>E   | 3<br>5<br>N   | 5<br>7<br>NNW | 4<br>7<br>NNW | 4<br>7<br>N   | 4<br>6<br>NNW | 3<br>5<br>NNW              | 3<br>5<br>N   | 4<br>5<br>NNW | 3<br>5<br>N | 4<br>6<br>N  | 4<br>6<br>N   | 5<br>7<br>N   |
| Greens               | 6<br>10           | 7<br>10        | 5<br>7         | 5<br>7<br>NNE  | 3<br>6<br>NE   | 4<br>7<br>NNE | 2<br>5<br>ENE  | 3<br>5<br>NE  | 2<br>5<br>E    | 3<br>7<br>ENE  | 3<br>7<br>NE   | 3<br>7<br>NE   | 3<br>9<br>NE   | 3<br>9<br>NE   | 3<br>9<br>NE    | 2<br>4<br>NE  | 2<br>3<br>NE  | 3<br>4<br>ENE | 2<br>4<br>ENE | 2<br>4<br>NE  | 3<br>5<br>ENE | 3<br>4<br>ENE | 3<br>4<br>NE | 2<br>3<br>SSW | 3<br>5<br>N   | 5<br>7<br>NNW | 4<br>7<br>NNW | 4<br>7<br>N   | 4<br>6<br>NNW | 3<br>5<br>WNW              | 3<br>5<br>N   | 3<br>5<br>N   | 3<br>5<br>N | 4<br>6<br>N  | 4<br>6<br>SSE | 4<br>7<br>N   |
| Shell<br>Crude       | 7<br>10           | 7<br>10        | 5<br>7         | 5<br>7         | 3<br>6<br>SE   | 4<br>7<br>NNF | 3<br>5<br>F    | 3<br>6<br>NF  | 2<br>6<br>F    | 3<br>8<br>ENE  | 3<br>7<br>NE   | 3<br>8<br>NE   | 3<br>9<br>NE   | 2<br>9<br>NE   | 3<br>9<br>NE    | 3<br>4<br>NE  | 2<br>4<br>NF  | 3<br>4<br>ENE | 3<br>4<br>NE  | 3<br>4<br>NE  | 3<br>5<br>FNF | 3<br>4        | 3<br>4<br>NE | 2<br>4<br>SSE | 3<br>5<br>N   | 5<br>7<br>NNW | 4<br>7<br>N   | 4<br>7<br>N   | 4<br>6<br>NW  | 3<br>5<br>55F              | 3<br>5<br>N   | 4<br>5<br>N   | 4<br>5<br>N | 4<br>6<br>N  | 4<br>7<br>55W | 5<br>7<br>N   |
| Lynchburg<br>Ferries | 7<br>10<br>N      | 7<br>10<br>NNE | 5<br>7         | 5<br>7<br>NNE  | 3<br>6<br>SSW  | 4<br>7        | 35             | 3<br>6        | 2<br>6<br>ENE  | 3<br>7<br>ENE  | 3<br>8<br>NE   | 3<br>8<br>NE   | 3<br>9<br>NE   | 3<br>9         | 3<br>9          | 3<br>4<br>NE  | 3<br>4        | 3<br>4<br>ENE | 3<br>4        | 3<br>4        | 3<br>5<br>ENE | 3<br>4        | 3<br>4<br>NE | 2<br>3<br>WSW | 4<br>5        | 5<br>7        | 5<br>7        | 5<br>7        | 4<br>6        | 4<br>5<br>5                | 3<br>5<br>SW  | 4<br>5        | 4<br>6      | 4<br>7       | 5<br>7        | 5<br>7        |
| Exxon 3              | N<br>7<br>10<br>N | 7<br>10<br>N   | 5<br>7<br>NNE  | 4<br>7         | 3<br>6<br>5    | 3<br>6<br>NNE | 3              | 3<br>8<br>NE  | 2<br>7<br>ENE  | 3<br>9<br>ENE  | 3<br>8<br>NE   | 3<br>9<br>NE   | 3<br>10<br>NE  | 3<br>10<br>NE  | 3<br>9          | 3<br>5<br>NE  | 3<br>5        | 4<br>5        | 3<br>5<br>ENE | 3<br>5<br>NE  | 4<br>5<br>ENE | 3<br>4        | 3<br>4<br>NE | 2<br>4<br>5   | 3<br>5        | 5<br>7        | 5<br>8        | 5 7           | 4             | 4<br>6<br>SE               | 4<br>5<br>5   | 4             | 4           | 5<br>7       | 5<br>7        | 5<br>7<br>NNE |
| Morgans<br>Point     | 7<br>10<br>ENE    | 5<br>9         | 4<br>7         | 3<br>7         | 3<br>6         | NNE<br>4<br>8 | 3 8            | 4<br>9        | 3<br>8         | 5<br>10        | 4<br>9         | 5<br>9         | 5<br>9         | 4<br>9         | 5<br>8          | 56            | 56            | 5<br>6        | 5<br>6        | 4<br>6        | 4<br>6        | 4<br>5        | 3<br>4       | 3 4           | 4<br>6        | 5<br>8        | 5<br>8        | 5             | 5<br>6        | 5<br>6                     | 5<br>6        | 5             | 5           | 6<br>7       | 6<br>8        | 6<br>8        |
| 75/76                | 5<br>11           | NNE<br>4<br>9  | 4<br>8         | NE<br>4<br>8   | ENE<br>6<br>8  | 6<br>11       | ENE<br>4<br>9  | NE<br>5<br>9  | ENE<br>5<br>9  | ENE<br>7<br>10 | 2<br>7<br>9    | 8<br>10        | 8<br>10        | NE<br>8<br>10  | 8<br>10         | NE<br>7<br>7  | NE<br>7<br>7  | 6<br>7        | 6<br>7        | NE<br>6<br>7  | ENE<br>6<br>7 | 5<br>6        | 4<br>5       | 4<br>6        | 4<br>7        | 5<br>8        | 5<br>8        | 6<br>8        | 6<br>7        | 6<br>7                     | 55E<br>5<br>6 | 5<br>6        | N<br>6<br>7 | N<br>7<br>8  | 7<br>8        | NNE<br>8<br>9 |
| 63/64                | ESE<br>5<br>11    | NE<br>5<br>10  | ENE<br>6<br>10 | ENE<br>6<br>10 | NE<br>7<br>10  | NE<br>7<br>11 | NE<br>5<br>9   | NE<br>5<br>9  | ENE<br>5<br>9  | ENE<br>7<br>11 | ENE<br>9<br>11 | NE<br>10<br>12 | NE<br>10<br>12 | ENE<br>9<br>11 | ENE<br>9<br>11  | ENE<br>7<br>8 | ENE<br>7<br>8 | ENE<br>7<br>8 | ENE<br>7<br>8 | ENE<br>7<br>8 | ENE<br>7<br>7 | NE<br>6<br>7  | NE<br>4<br>6 | NNE<br>4<br>6 | E<br>4<br>7   | wsw<br>5<br>7 | NW<br>5<br>7  | NNW<br>5<br>7 | 6<br>6        | 5<br>6                     | WSW<br>5<br>6 | 5<br>6        | N<br>6<br>6 | N<br>7<br>8  | E<br>7<br>8   | N<br>8<br>9   |
| 51/52                | ENE<br>6<br>12    | NE<br>7<br>11  | ENE<br>6<br>11 | NE<br>4<br>8   | NE<br>7<br>9   | NE<br>6<br>9  | NE<br>4<br>8   | ENE<br>4<br>9 | ENE<br>5<br>10 | ENE<br>7<br>12 | ENE<br>9<br>12 | ENE<br>9<br>12 | NE<br>9<br>12  | ENE<br>9<br>12 | ENE<br>9<br>11  | ENE<br>6<br>7 | ENE<br>7<br>7 | ENE<br>7<br>7 | ENE<br>7<br>7 | ENE<br>7<br>7 | ENE<br>7<br>7 | NE<br>6<br>7  | NE<br>4<br>6 | NNE<br>4<br>7 | NNE<br>5<br>7 | S<br>4<br>7   | W<br>4<br>7   | NW<br>5<br>7  | NW<br>5<br>6  | NNW<br>5<br>5              | NW<br>4<br>5  | N<br>4<br>6   | N<br>5<br>6 | N<br>6<br>8  | ESE<br>7<br>8 | N<br>8<br>9   |
| 37/38                | ESE<br>8<br>12    | NNE<br>7<br>11 | 5<br>10        | NNE<br>3<br>7  | NNE<br>6<br>9  | NNE<br>4<br>7 | NE<br>4<br>9   | ENE<br>4<br>9 | 6<br>10        | NE<br>8<br>12  | ENE<br>9<br>12 | NE<br>9<br>12  | ENE<br>9<br>13 | ENE<br>9<br>12 | ENE<br>9<br>11  | ENE<br>6<br>7 | ENE<br>6<br>7 | ENE<br>6<br>7 | ENE<br>6<br>7 | ENE<br>7<br>7 | ENE<br>7<br>7 | NE<br>6<br>7  | NE<br>5<br>7 | NNE<br>5<br>7 | NNE<br>5<br>7 | SW<br>5<br>7  | WNW<br>4<br>7 | NW<br>5<br>6  | NW<br>4<br>5  | NNW<br>4<br>5              | W<br>3<br>5   | N<br>3<br>5   | N<br>5<br>6 | N<br>6<br>8  | SSE<br>7<br>8 | N<br>8<br>9   |
| 25/26                | 8<br>8<br>12      | NNE<br>7<br>11 | 5<br>10        | 3<br>7         | NNE<br>6<br>10 | 2<br>7        | NNE<br>4<br>9  | 4<br>9        | NE<br>6<br>11  | NE<br>8<br>13  | NE<br>8<br>12  | NE<br>8<br>12  | ENE<br>8<br>13 | ENE<br>7<br>12 | ENE<br>7<br>11  | ENE<br>5<br>6 | ENE<br>6<br>6 | ENE<br>6<br>7 | ENE<br>6<br>7 | ENE<br>6<br>7 | ENE<br>6<br>7 | NE<br>6<br>7  | NE<br>6<br>7 | NNE<br>6<br>7 | E<br>6<br>7   | SSW<br>5<br>7 | WNW<br>4<br>7 | NW<br>4<br>6  | NNW<br>4<br>4 | NNW<br>4<br>5              | NNW<br>3<br>5 | N<br>3<br>5   | N<br>4<br>7 | N<br>5<br>8  | SSW<br>6<br>8 | N<br>7<br>10  |
| 11/12                | SW<br>7<br>12     | NNE<br>6<br>11 | 5<br>10        | NNE<br>3<br>8  | NNE<br>6<br>12 | 3<br>8        | NNE<br>5<br>10 | 5<br>9        | NE<br>7<br>11  | NE<br>8<br>13  | NE<br>8<br>13  | NE<br>8<br>12  | ENE<br>8<br>12 | ENE<br>7<br>12 | ENE<br>8<br>12  | ENE<br>6<br>7 | ENE<br>6<br>7 | ENE<br>6<br>7 | ENE<br>6<br>7 | ENE<br>7<br>7 | ENE<br>7<br>8 | NE<br>6<br>7  | NE<br>6<br>7 | NNE<br>6<br>7 | ENE<br>6<br>7 | S<br>5<br>7   | WSW<br>5<br>7 | WNW<br>5<br>6 | 4<br>5        | <sup>7</sup> NNW<br>4<br>5 | N<br>4<br>5   | N<br>4<br>6   | N<br>5<br>7 | N<br>6<br>8  | SSE<br>6<br>8 | N<br>8<br>10  |
| 1 & 2<br>Bravo       | SE<br>8<br>13     | NNE<br>8<br>13 | 7<br>11        | 5<br>9         | NNE<br>7<br>12 | 6<br>10       | NNE<br>9<br>12 | NE<br>7<br>9  | NNE<br>9<br>12 | NE<br>10<br>13 | NE<br>10<br>13 | NE<br>10<br>12 | NE<br>10<br>13 | NE<br>11<br>13 | ENE<br>10<br>11 | ENE<br>8<br>9 | ENE<br>8<br>9 | ENE<br>8<br>9 | ENE<br>8<br>9 | ENE<br>8<br>9 | ENE<br>8<br>8 | 8<br>8        | NE<br>7<br>8 | NNE<br>7<br>8 | NE<br>6<br>7  | SSW<br>5<br>7 | NW<br>4<br>7  | NNW<br>5<br>7 | NNW<br>4<br>6 | NNW<br>5<br>6              | N<br>4<br>6   | N<br>5<br>7   | N<br>6<br>8 | N<br>7<br>10 | NE<br>8<br>10 | N<br>10<br>11 |
| Diato                | NNE               | NNE            | NNE            | NNE            | NNE            | NNE           | NNE            | NNE           | NNE            | NE             | NE             | NE             | ENE            | ENE            | ENE             | ENE           | ENE           | ENE           | ENE           | ENE           | ENE           | ENE           | NE           | NE            | NNE           | E             | NNW           | NNW           | NW            | NW                         | NNW           | N             | N           | N            | N             | N             |

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. 12/04/2023



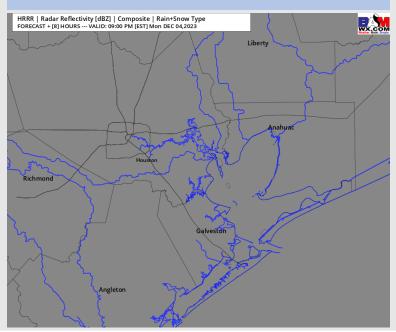
### **Forecast Discussion**

**Precip:** Dry conditions continue for the afternoon hours and into the overnight.

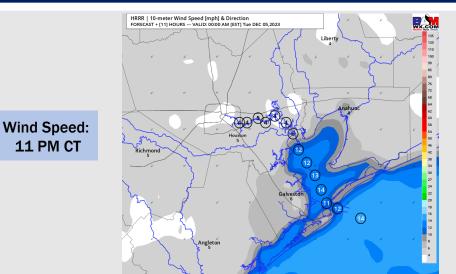
Wind: NNE to NE winds favored for the PM. After midnight winds become more ENE. N of Morgan's Point: 4 - 9 kts through 5 PM then 3 - 7 kts post 5 PM. S of Morgan's Point: 5 - 10 kts through 11 PM. Winds will increase slightly to 8 - 13 kts into the early AM hours of Tuesday. The Boarding Station will remain consistently at 9 - 14 kts.

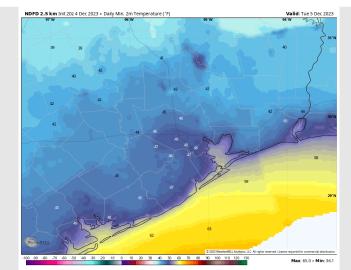
Low Temps: N of Morgan's Point: Upper 40s F. S of Morgan's Point: Mid 50s F. Boarding station closer to upper 50s .

### Precip Image: 8 PM CT



#### Visibility: No visibility concerns for today.





Low Temps Tuesday AM

# Houston Pilots: Tue. 12/05/2023



### **Forecast Discussion**

**2 PM CT** 

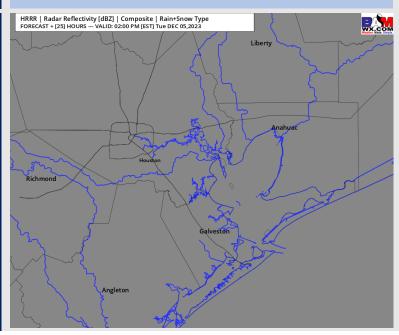
**Precip:** Favoring dry conditions into Tuesday.

Wind: ENE winds persist throughout the AM hours. Towards 12 PM, winds will become guite variable, with an attempt for a light NNW wind. N of Morgan's Point: Winds at 3 - 7 kts. Winds can be 1 - 5 kts briefly from 8 AM - 12 PM. After 12 PM winds increase to 4 - 8 kts. S of Morgan's Point: 8 - 13 kts prior to 8 AM. After 8 AM winds lighten to 5 - 10 kts. Winds at the Boarding Station Stay at 7 -12 kts for the whole day.

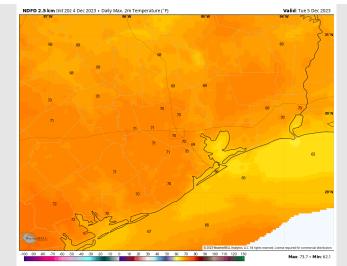
High Temps: N of Morgan's Point: Near 70 F S of Morgan's Point: Mid 60s F.

Visibility: Not anticipating any visibility concerns at this time.

### Precip Image: 1 PM CT



RRR | 10-meter Wind Speed [mph] & Direction RECAST + [26] HOURS --- VALID: 03:00 PM [ESTI Tue DEC 05.2023 E AM Wind Speed:



**High Temps** Tuesday

## Houston Pilots: Wed. 12/06/2023



### **Forecast Discussion**

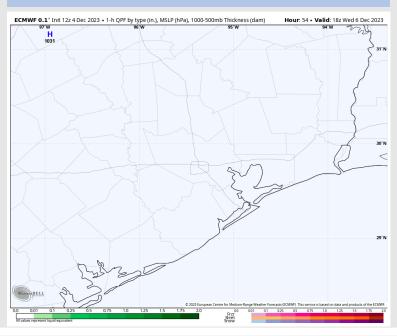
**Precip:** Favoring Dry Conditions for Wednesday.

Wind: Winds out of the N will begin to gradually rotate clockwise by 4 AM, settling out of the ENE by 11 AM. By 4 PM, winds are from the East. N of Morgan's Point: Sustained at 5 – 10 kts prior to noon, then 3 - 8 kts for the afternoon. S of Morgan's Point: 7 - 12 kts for the AM hours. Towards 2 PM, 5 - 10 kts. 11/12 and Boarding Station Winds can be a touch higher at 11 - 16 kts in the AM. Towards 10 AM, winds will be 8 -13 kts.

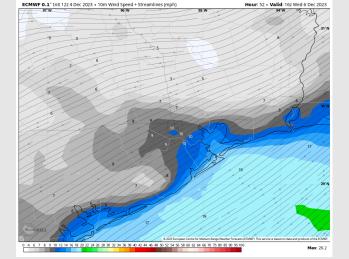
High Temps: N of Morgan's Point: Mid 60s F S of Morgan's Point: Low 60s F.

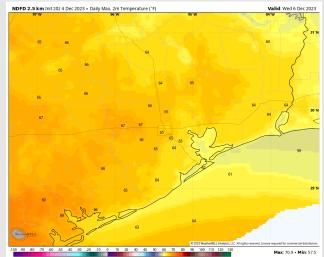
**Visibility:** Data has continued to trend drier with low level moisture. Visibility concerns via fog not favored at this time.

### Precip Image: 12 PM CT



Wind Speed: 10 AM CT

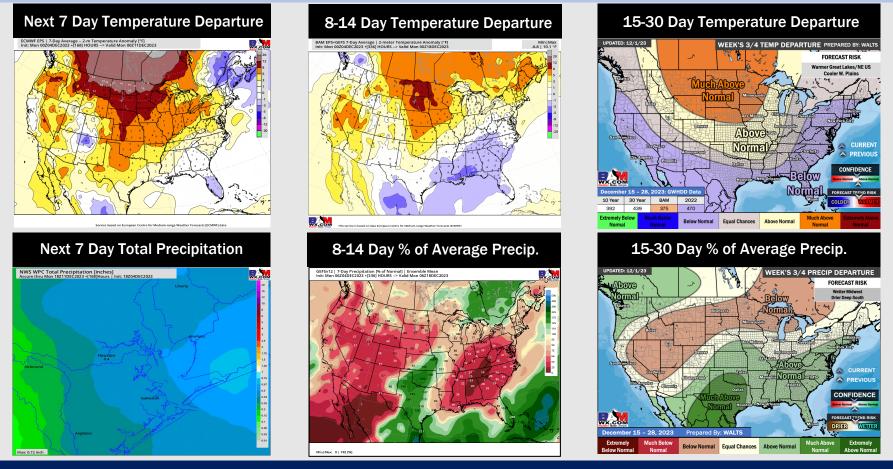




High Temps Wednesday

## Houston Pilots: 12/4/23





- Not anticipating much in the way of rain over the week ahead. Next best shot at rain will be on the 9<sup>th</sup> via a cold front. Warmer than normal weather is expected this week.
- Above normal rainfall and above normal temperatures are expected into the week 2 timeframe.
- Below normal temperatures and above normal chances for precipitation are favored in the weeks <sup>3</sup>/<sub>4</sub> timeframe.