

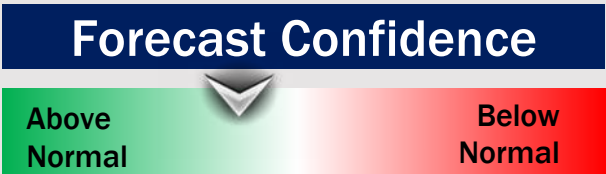


# Houston Pilots Extended Range Visibility Report



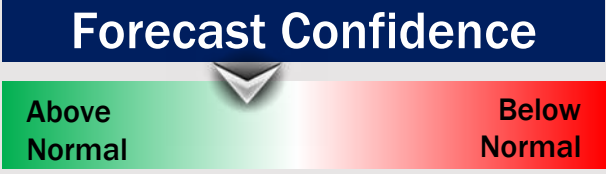
## Monday 4/15/24

Fog not favored for MON.



## Tuesday 4/16/24

Fog not favored for TUE.



## Wednesday 4/17/24

Fog not favored for WED.



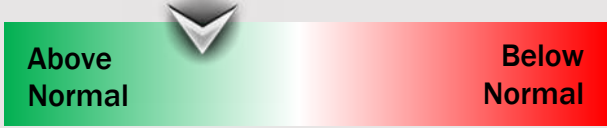
## Chance for Fog

|              |          |
|--------------|----------|
| Monday AM    | Unlikely |
| Monday PM    | Unlikely |
| Tuesday AM   | Unlikely |
| Tuesday PM   | Unlikely |
| Wednesday AM | Unlikely |
| Wednesday PM | Unlikely |

# Houston Pilots Visibility Chart (miles)



## Forecast Confidence



| Time              | Fri 12am | Fri 1am | Fri 2am | Fri 3am | Fri 4am | Fri 5am | Fri 6am | Fri 7am | Fri 8am | Fri 9am | Fri 10am | Fri 11am | Fri 12pm | Fri 1pm | Fri 2pm | Fri 3pm | Fri 4pm | Fri 5pm | Fri 6pm | Fri 7pm | Fri 8pm | Fri 9pm | Fri 10pm | Fri 11pm |
|-------------------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|
| 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       |
| 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       |
| 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       |
| 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       |
| 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       |
| 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       |
| 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       |
| 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       |
| 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       |
| 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       |
| 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       |
| 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       |
| 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       |
| 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       |

**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



Sustained wind 13 Knots  
Gusts 18 Knots  
Wind from the N

## Example

WS: 13  
G:18  
N

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

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# Houston Pilots: Fri. 4/12/2024



## Forecast Discussion

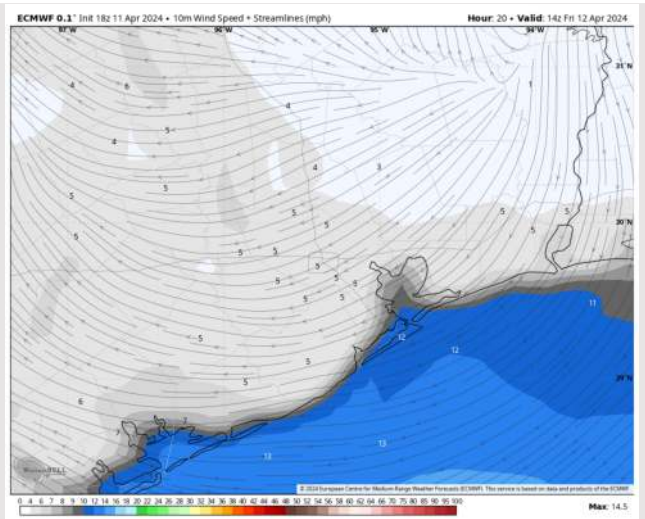
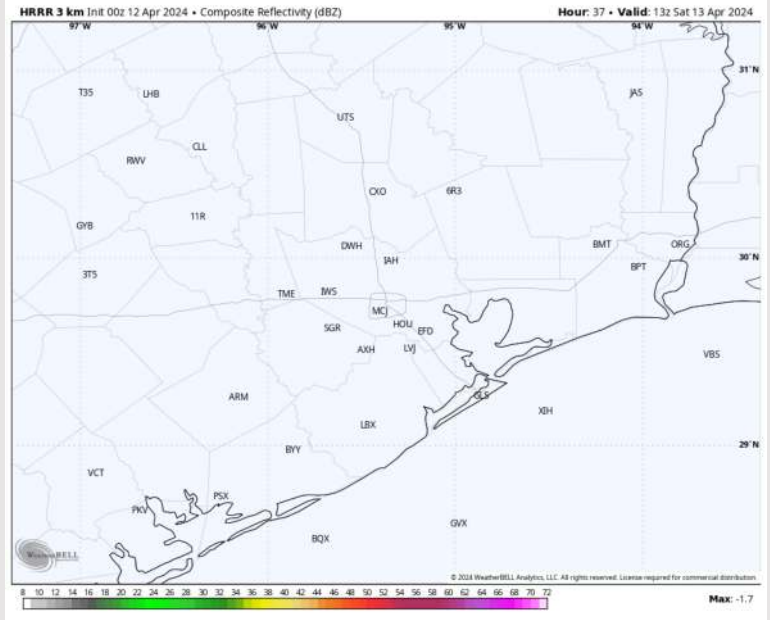
**Precip:** Dry conditions favored for today.

**Wind:** Winds will be out of the N to start, gradually veering clockwise to being out of the NE by 4AM and the SE by 3 PM. **N Morgan's Point:** Winds at 4-9 kts the entire day. **S of Morgan's Point:** Winds at 5-10 kts throughout the day on Friday.

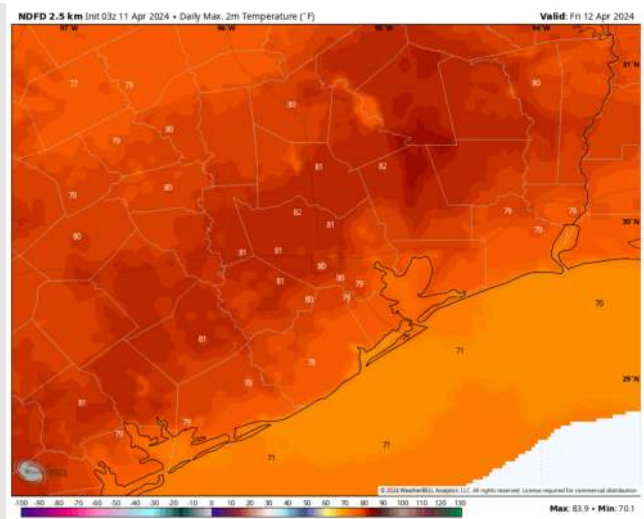
**High Temps:** **N of Morgan's Point:** Near 80 F. **S of Morgan's Point:** Mid 70s F.

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

## Precip Image: 8 AM CT



Wind Speed:  
9 AM CT



High Temps  
Today

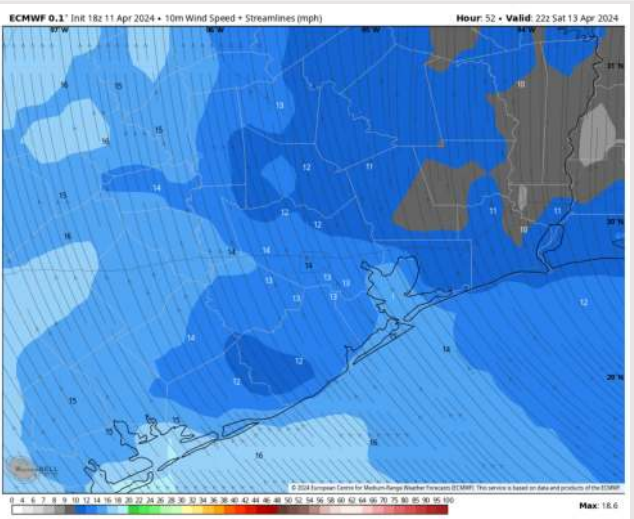
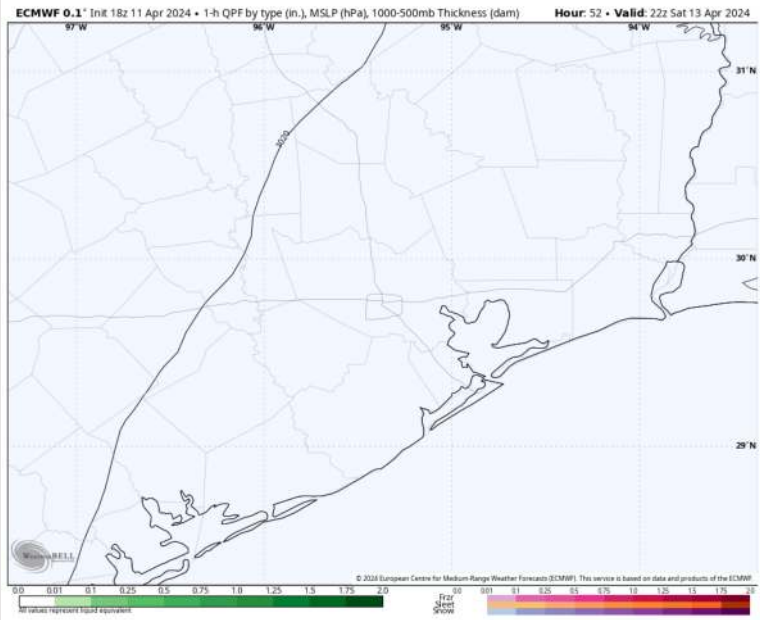
# Houston Pilots: Sat. 4/13/2024



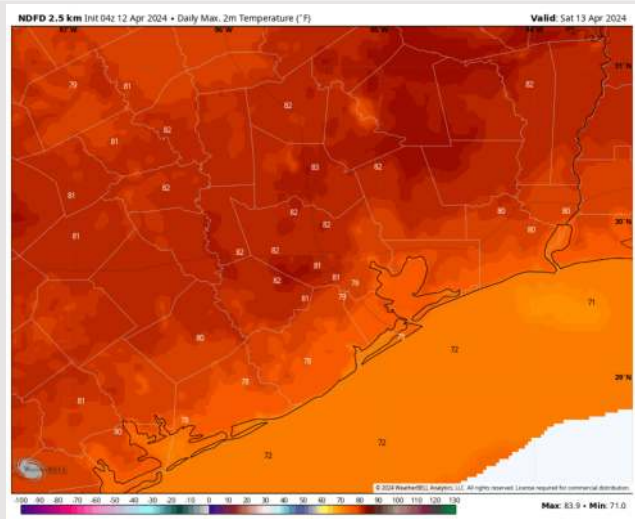
## Forecast Discussion

- Precip:** Anticipating dry conditions for Saturday.
- Wind:** Winds will be out of the SE throughout the day. **N of Morgan's Point:** Winds at 3-8 kts through most of the day, with an increase to 6-11 kts between 1-8 PM. **S of Morgan's Point:** Winds at 5-10 kts through 1 PM. Winds then gradually increase to 9-14 kts by 5 PM.
- High Temps:** **N of Morgan's Point:** Near 80 F. **S of Morgan's Point:** Mid 70s F.
- Visibility:** Not anticipating any visibility concerns for Saturday.

## Precip Image: 5 PM CT



Wind Speed:  
5 PM CT



High Temps  
Saturday

# Houston Pilots: Sun. 4/14/2024



## Forecast Discussion

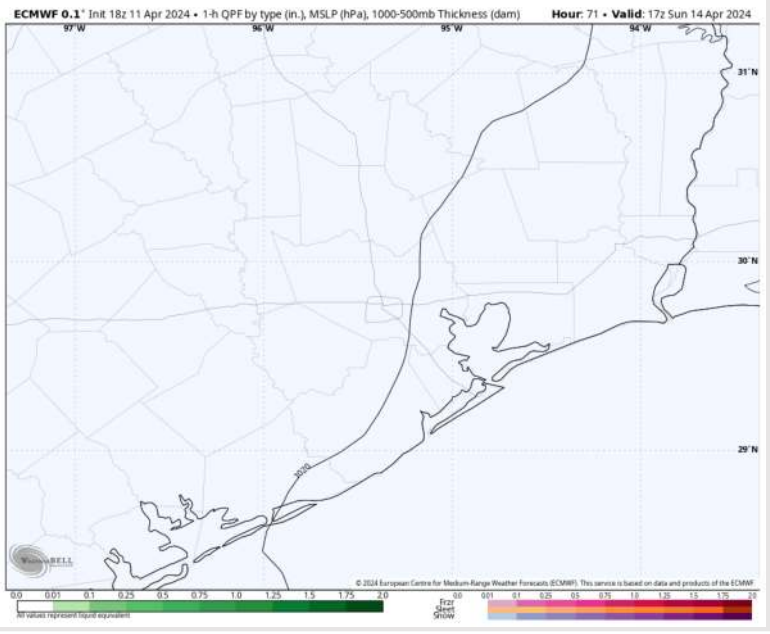
**Precip:** Favoring dry conditions for Sunday.

**Wind:** Favoring wind to be out of the S/SE throughout Sunday. **N of Morgan's Point** Winds at 3-8 kts through most of the morning, with an increase to 6-11 kts between 9 AM - 8 PM. Winds then return to 3-8 kts after that time. **S of Morgan's Point:** Winds at 12-17 kts throughout Sunday.

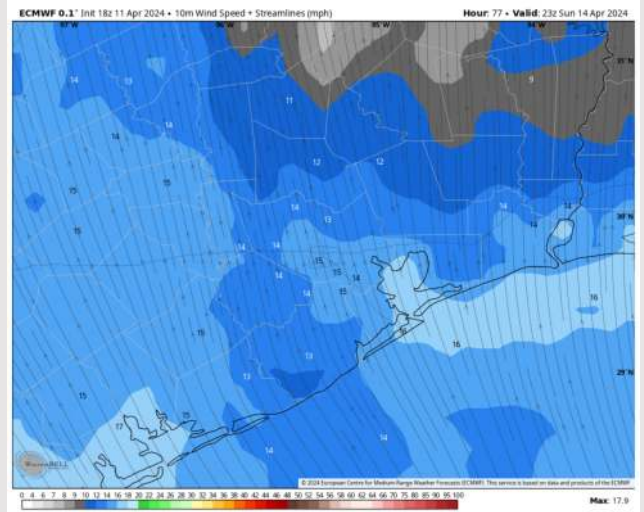
**High Temps:** **N of Morgan's Point:** Low 80s F **S of Morgan's Point:** Mid-Upper 70s F

**Visibility:** Not favoring any fog risks for Sunday.

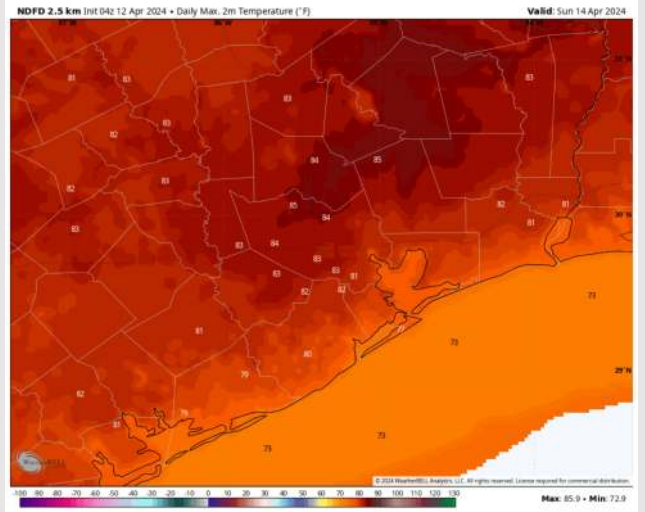
## Precip Image: 12 PM CT



Wind Speed  
7 PM CT



High Temps  
Sunday

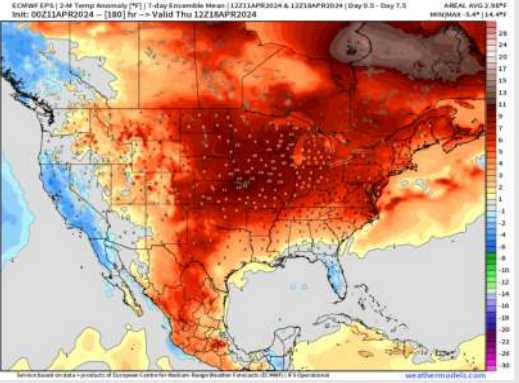




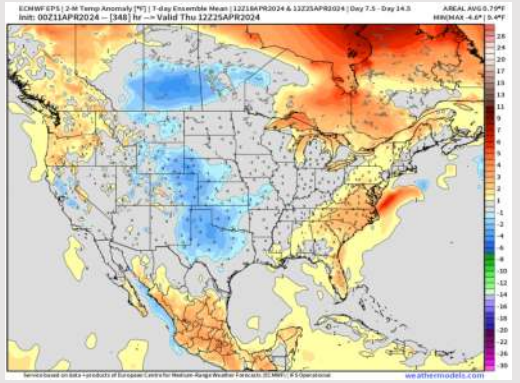
# Houston Pilots: 4/12/24



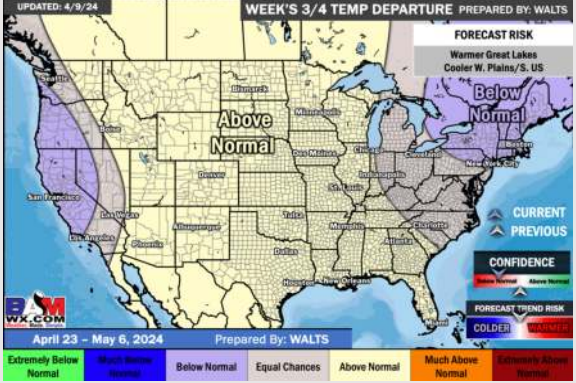
**Next 7 Day Temperature Departure**



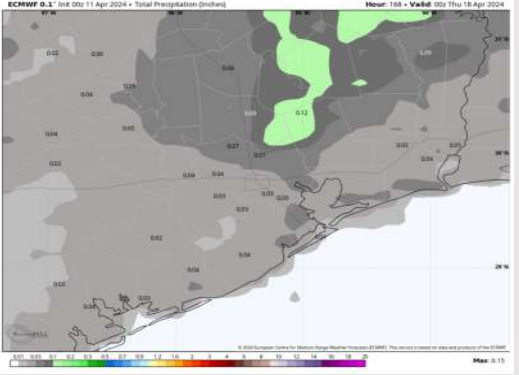
**8-14 Day Temperature Departure**



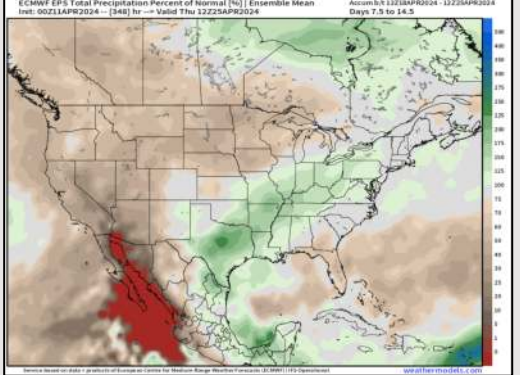
**15-30 Day Temperature Departure**



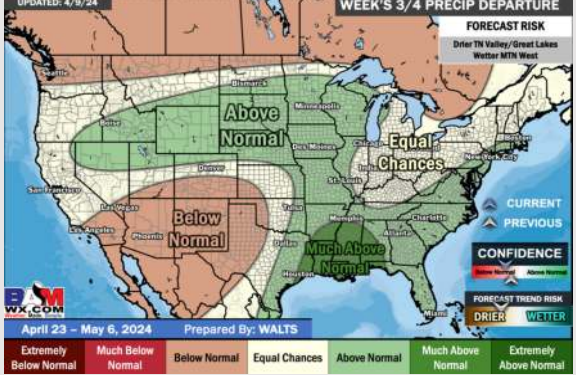
**Next 7 Day Total Precipitation**



**8-14 Day % of Average Precip.**



**15-30 Day % of Average Precip.**



- The next best rain chances will occur early next week. Temps are expected to be above normal for the week 1 timeframe.
- Slightly above normal precipitation chances are at play during the week 2 timeframe. Temps are expected to be near normal.
- Much above normal chances for precipitation are favored in the weeks 3/4 timeframe. Temperatures expected to be above normal.