# Houston Pilots Forecast Package Houston Pilots

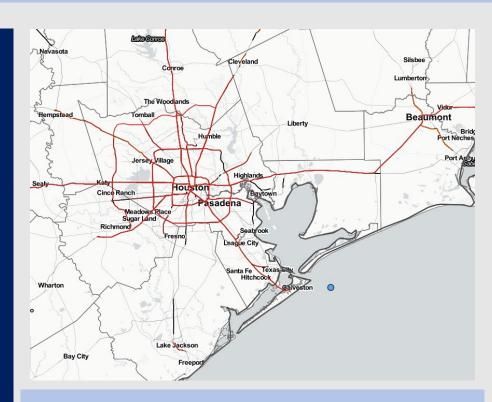
Updated: 6:45 AM CT

Sunday, October 30, 2022

**Forecaster: Josh Collins** 

### **Weather Headlines**

- Favoring mostly dry conditions the next couple days with scattered showers/storms moving in early Tue.
- No direct tropical activity is favored in SE TX over the next 7-10 days.
- Some gusts up to 18 knots possible today and tomorrow.
- Not anticipating any visibility concerns at this time.



Radar/ NWS Alerts: 6:45 AM CT

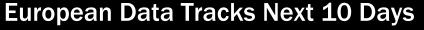


As always, please do not hesitate to reach out to us with any forecast questions via the chat option on the Weather Porthole or our on-call number, (317)-560-8122 press 1 for forecast questions.

### **Houston Pilots Extended Range Tropical Report**









There are no tropical threats anticipated for SE TX over the next 7-10 days.



# **Houston Pilots Visibility Report**







| Time                                    |          |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        | 10-30-2022<br>Sun 11pm |        |        |        |        |        |        |        |        | 10-31-2022<br>Mon 8am |        | 10-31-2022<br>Mon 10am | 10-31-2022<br>Mon 11am |        |        |        | 10-31-2022 10<br>Mon 3pm | 0-31-2022<br>Mon 4pm |
|---|----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------------------------|--------|--------|--------|--------|--------|--------|--------|--------|-----------------------|--------|------------------------|------------------------|--------|--------|--------|--------------------------|----------------------|
| Houston Pilots N - 610<br>Bridge        | 0 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000 | 8.988  | 8.988  | 8.988  | 10.000 | 6.930                 | 10.000 | 10.000                 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000                   | 10.000               |
| Houston Pilots M -<br>Kinder 1          | 10.000   | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000 | 8.988  | 8.988  | 8.988  | 10.000 | 6.930                 | 10.000 | 10.000                 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000                   | 10.000               |
| Houston Pilots L -<br>Greens Bayou      | 10.000   | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000 | 8.988  | 8.988  | 8.988  | 10.000 | 6.932                 | 10.000 | 10.000                 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000                   | 10.000               |
| Houston Pilots K -<br>Shell Crude       | 10.000   | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000 | 8.988  | 8.988  | 8.988  | 10.000 | 8.456                 | 10.000 | 10.000                 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000                   | 10.000               |
| Houston Pilots J -<br>Lynchburg Ferries | 10.000   | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000 | 8.988  | 8.988  | 8.988  | 8.993  | 8.456                 | 10.000 | 10.000                 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000                   | 10.000               |
| Houston Pilots I -<br>Exxon 3           | 10.000   | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000 | 8.988  | 8.988  | 8.988  | 10.000 | 9.033                 | 10.000 | 10.000                 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000                   | 10.000               |
| Houston Pilots H -<br>Morgans Point     | 10.000   | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000 | 8.988  | 8.988  | 8.988  | 10.000 | 9.033                 | 10.000 | 10.000                 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000                   | 10.000               |
| Houston Pilots G -<br>75/76             | 10.000   | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000 | 8.988  | 8.988  | 9.590  | 10.000 | 9.033                 | 10.000 | 10.000                 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000                   | 10.000               |
| Houston Pilots F -<br>63/64             | 10.000   | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 9.636  | 10.000 | 10.000 | 10.000                | 10.000 | 10.000                 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000                   | 10.000               |
| Houston Pilots E -<br>51/52             | 10.000   | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                | 10.000 | 10.000                 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000                   | 10.000               |
| Houston Pilots D -<br>37/38             | 10.000   | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                | 10.000 | 10.000                 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000                   | 10.000               |
| Houston Pilots C -<br>25/26             | 10.000   | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                | 10.000 | 10.000                 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000                   | 10.000               |
| Houston Pilots B -<br>11/12             | 10.000   | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                | 10.000 | 10.000                 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000                   | 10.000               |
| Houston Pilots A - 1 8<br>2 Bravo       | k 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 10.000                | 10.000 | 10.000                 | 10.000                 | 10.000 | 10.000 | 10.000 | 10.000                   | 10.000               |
|   |          |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |                        |        |        |        |        |        |        |        |        |                       |        |                        |                        |        |        |        |                          |                      |

# **Houston Pilots Wind Report**







Sustained wind 13 Knots

Gusts 18 Knots

WS: 13

G:18

N

| Time<br>Knots                           | 10-30-2022<br>Sun 5am |                       |                       | 10-30-2022<br>Sun 8am |                       |                       | 10-30-2022<br>Sun 11am | 10-30-2022<br>Sun 12pm | 10-30-2022<br>Sun 1pm | 10-30-2022<br>Sun 2pm | 10-30-2022<br>Sun 3pm | 10-30-2022<br>Sun 4pm | 10-30-2022<br>Sun 5pm | 10-30-2022<br>Sun 6pm | 10-30-2022<br>Sun 7pm | 10-30-2022<br>Sun 8pm |                   | 10-30-2022<br>Sun 10pm |                   | 10-31-2022<br>Mon 12am | 10-31-2022<br>Mon 1am | 10-31-2022<br>Mon 2am |                    | 10-31-2022<br>Mon 4am |                     | 10-31-2022<br>Mon 6am | 10-31-2022<br>Mon 7am | 10-31-2022<br>Mon 8am | 10-31-2022<br>Mon 9am | 10-31-2022<br>Mon 10am | 10-31-2022<br>Mon 11am | 10-31-2022<br>Mon 12pm | 10-31-2022<br>Mon 1pm | 10-31-2022<br>Mon 2pm | 10-31-2022 1<br>Mon 3pm | 10-31-2022<br>Mon 4pm |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------|------------------------|-------------------|------------------------|-----------------------|-----------------------|--------------------|-----------------------|---------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|-----------------------|-----------------------|-------------------------|-----------------------|
| Houston Pilots N -<br>610 Bridge        | WS: 3<br>G:8<br>W     | WS: 3<br>G:9<br>WSW   | WS: 4<br>G:10<br>WSW  | WS: 3<br>G:10<br>WSW  | WS: 5<br>G:9<br>W     | WS: 4<br>G:9<br>W     | WS: 5<br>G:11<br>WNW   | WS: 7<br>G:11<br>WNW   | WS: 8<br>G:11<br>WNW  | WS: 7<br>G:10<br>WNW  | WS: 7<br>G:11<br>WNW  | WS: 6<br>G:10<br>WNW  | WS: 6<br>G:9<br>WNW   | WS: 5<br>G:8<br>WNW   | WS: 3<br>G:5<br>W     | WS: 3<br>G:4<br>W     | WS: 2<br>G:3<br>W | WS: 1<br>G:2<br>W      | WS: 1<br>G:1<br>W | WS: 1<br>G:1<br>W      | WS: 1<br>G:2<br>WNW   | WS: 1<br>G:1<br>WNW   | WS: 0<br>G:1<br>NW | WS: 0<br>G:2<br>NW    | WS: 1<br>G:0<br>NW  | WS: 1<br>G:1<br>NW    | WS: 1<br>G:1<br>NNW   | WS: 1<br>G:2<br>NNW   | WS: 2<br>G:2<br>NNE   | WS: 3<br>G:3<br>NNE    | WS: 3<br>G:4<br>NNE    | WS: 3<br>G:5<br>NNE    | WS: 3<br>G:6<br>NNE   | WS: 3<br>G:6<br>NNE   | WS: 3<br>G:6<br>NNE     | WS: 3<br>G:5<br>NNE   |
| Houston Pilots M -<br>Kinder 1          | WS: 3<br>G:8<br>W     | WS: 3<br>G:9<br>WSW   | WS: 4<br>G:10<br>WSW  | WS: 3<br>G:10<br>WSW  | WS: 5<br>G:9<br>W     | WS: 4<br>G:9<br>W     | WS: 6<br>G:11<br>WNW   | WS: 7<br>G:11<br>WNW   | WS: 8<br>G:11<br>WNW  | WS: 7<br>G:10<br>WNW  | WS: 7<br>G:11<br>WNW  | WS: 6<br>G:10<br>WNW  | WS: 6<br>G:9<br>WNW   | WS: 5<br>G:8<br>WNW   | WS: 3<br>G:5<br>W     | WS: 2<br>G:3<br>W     | WS: 2<br>G:3<br>W | WS: 1<br>G:2<br>W      | WS: 1<br>G:1<br>W | WS: 1<br>G:1<br>W      | WS: 1<br>G:2<br>WNW   | WS: 1<br>G:1<br>WNW   | WS: 0<br>G:1<br>NW | WS: 0<br>G:2<br>NW    | WS: 1<br>G:1<br>NW  | WS: 1<br>G:1<br>NW    | WS: 1<br>G:2<br>NNW   | WS: 1<br>G:2<br>NNW   | WS: 2<br>G:2<br>NNE   | WS: 3<br>G:3<br>NNE    | WS: 3<br>G:4<br>NNE    | WS: 3<br>G:5<br>NNE    | WS: 3<br>G:6<br>NNE   | WS: 3<br>G:6<br>NNE   | WS: 3<br>G:6<br>NNE     | WS: 3<br>G:5<br>NNE   |
| Houston Pilots L -<br>Greens Bayou      | WS: 3<br>G:9<br>W     | WS: 4<br>G:10<br>WSW  | WS: 4<br>G:11<br>WSW  | WS: 4<br>G:10<br>WSW  | WS: 5<br>G:10<br>W    | WS: 5<br>G:9<br>W     | WS: 6<br>G:11<br>W     | WS: 7<br>G:12<br>WNW   | WS: 8<br>G:11<br>WNW  | WS: 7<br>G:9<br>WNW   | WS: 7<br>G:11<br>WNW  | WS: 6<br>G:10<br>WNW  | WS: 6<br>G:9<br>WNW   | WS: 5<br>G:7<br>WNW   | WS: 4<br>G:6<br>W     | WS: 2<br>G:3<br>W     | WS: 2<br>G:2<br>W | WS: 1<br>G:1<br>W      | WS: 1<br>G:1<br>W | WS: 1<br>G:1<br>W      | WS: 1<br>G:2<br>WNW   | WS: 1<br>G:1<br>WNW   | WS: 0<br>G:1<br>NW | WS: 0<br>G:2<br>NW    | WS: 1<br>G:1<br>NW  | WS: 1<br>G:1<br>NNW   | WS: 1<br>G:2<br>NNW   | WS: 1<br>G:1<br>NNW   | WS: 2<br>G:3<br>NNE   | WS: 2<br>G:3<br>NNE    | WS: 3<br>G:4<br>NNE    | WS: 3<br>G:5<br>NNE    | WS: 3<br>G:5<br>NNE   | WS: 3<br>G:5<br>NNE   | WS: 3<br>G:5<br>NNE     | WS: 3<br>G:5<br>NNE   |
| Houston Pilots K -<br>Shell Crude       | WS: 3<br>G:9<br>W     | WS: 4<br>G:10<br>W    | WS: 4<br>G:11<br>WSW  | WS: 4<br>G:10<br>WSW  | WS: 5<br>G:10<br>W    | WS: 5<br>G:9<br>W     | WS: 6<br>G:11<br>W     | WS: 7<br>G:12<br>WNW   | WS: 7<br>G:10<br>WNW  | WS: 7<br>G:9<br>WNW   | WS: 7<br>G:11<br>WNW  | WS: 6<br>G:10<br>WNW  | WS: 6<br>G:9<br>WNW   | WS: 4<br>G:7<br>WNW   | WS: 4<br>G:7<br>W     | WS: 2<br>G:3<br>W     | WS: 2<br>G:2<br>W | WS: 1<br>G:1<br>W      | WS: 1<br>G:1<br>W | WS: 1<br>G:1<br>W      | WS: 1<br>G:2<br>WNW   | WS: 1<br>G:1<br>WNW   | WS: 0<br>G:1<br>NW | WS: 0<br>G:2<br>NW    | WS: 1<br>G:1<br>NW  | WS: 1<br>G:2<br>NNW   | WS: 1<br>G:2<br>NNW   | WS: 1<br>G:2<br>NNW   | WS: 2<br>G:3<br>N     | WS: 3<br>G:3<br>NNE    | WS: 3<br>G:4<br>NNE    | WS: 3<br>G:5<br>NNE    | WS: 3<br>G:5<br>NNE   | WS: 3<br>G:5<br>NNE   | WS: 4<br>G:5<br>NNE     | WS: 3<br>G:5<br>NE    |
| Houston Pilots J -<br>Lynchburg Ferries | WS: 3<br>G:10<br>W    | WS: 4<br>G:10<br>W    | WS: 4<br>G:11<br>WSW  | WS: 3<br>G:10<br>WSW  | WS: 5<br>G:10<br>W    | WS: 5<br>G:9<br>W     | WS: 6<br>G:12<br>W     | WS: 7<br>G:12<br>WNW   | WS: 7<br>G:10<br>WNW  | WS: 6<br>G:9<br>WNW   | WS: 7<br>G:10<br>WNW  | WS: 6<br>G:10<br>WNW  | WS: 5<br>G:9<br>WNW   | WS: 4<br>G:7<br>WNW   | WS: 4<br>G:6<br>W     | WS: 2<br>G:3<br>W     | WS: 2<br>G:2<br>W | WS: 1<br>G:2<br>W      | WS: 1<br>G:1<br>W | WS: 1<br>G:2<br>W      | WS: 2<br>G:2<br>WNW   | WS: 1<br>G:2<br>WNW   | WS: 1<br>G:1<br>NW | WS: 1<br>G:2<br>NW    | WS: 1<br>G:1<br>NNW | WS: 2<br>G:2<br>NNW   | WS: 1<br>G:2<br>NNW   | WS: 2<br>G:2<br>NNW   | WS: 2<br>G:3<br>N     | WS: 3<br>G:3<br>NNE    | WS: 3<br>G:4<br>NNE    | WS: 3<br>G:5<br>NNE    | WS: 3<br>G:5<br>NNE   | WS: 3<br>G:5<br>NNE   | WS: 4<br>G:5<br>NNE     | WS: 3<br>G:6<br>NNE   |
| Houston Pilots I -<br>Exxon 3           | WS: 4<br>G:10<br>W    | WS: 4<br>G:10<br>W    | WS: 4<br>G:11<br>WSW  | WS: 3<br>G:10<br>WSW  | WS: 5<br>G:11<br>W    | WS: 5<br>G:10<br>W    | WS: 6<br>G:12<br>W     | WS: 7<br>G:12<br>WNW   | WS: 7<br>G:10<br>WNW  | WS: 7<br>G:9<br>WNW   | WS: 7<br>G:10<br>WNW  | WS: 6<br>G:9<br>WNW   | WS: 5<br>G:8<br>NW    | WS: 3<br>G:6<br>WNW   | WS: 3<br>G:7<br>W     | WS: 2<br>G:4<br>W     | WS: 2<br>G:3<br>W | WS: 2<br>G:2<br>W      | WS: 2<br>G:2<br>W | WS: 1<br>G:2<br>W      | WS: 2<br>G:2<br>WNW   | WS: 2<br>G:2<br>WNW   | WS: 1<br>G:2<br>NW | WS: 1<br>G:2<br>NW    | WS: 2<br>G:2<br>NNW | WS: 2<br>G:2<br>NNW   | WS: 2<br>G:3<br>NNW   | WS: 2<br>G:3<br>NNW   | WS: 2<br>G:3<br>NE    | WS: 3<br>G:3<br>NNE    | WS: 3<br>G:4<br>NNE    | WS: 3<br>G:5<br>NNE    | WS: 3<br>G:5<br>NNE   | WS: 3<br>G:5<br>NNE   | WS: 4<br>G:5<br>NNE     | WS: 4<br>G:5<br>NE    |
| Houston Pilots H -<br>Morgans Point     | WS: 6<br>G:11<br>W    | WS: 6<br>G:11<br>W    | WS: 6<br>G:12<br>WSW  | WS: 6<br>G:11<br>W    | WS: 7<br>G:11<br>W    | WS: 6<br>G:10<br>W    | WS: 6<br>G:12<br>WNW   | WS: 8<br>G:12<br>WNW   | WS: 8<br>G:10<br>WNW  | WS: 7<br>G:9<br>WNW   | WS: 7<br>G:10<br>NW   | WS: 6<br>G:9<br>NW    | WS: 5<br>G:8<br>NW    | WS: 4<br>G:6<br>NW    | WS: 4<br>G:7<br>W     | WS: 3<br>G:4<br>W     | WS: 2<br>G:4<br>W | WS: 2<br>G:3<br>W      | WS: 2<br>G:3<br>W | WS: 2<br>G:3<br>W      | WS: 2<br>G:3<br>WNW   | WS: 2<br>G:3<br>WNW   | WS: 2<br>G:3<br>NW | WS: 2<br>G:3<br>NW    | WS: 2<br>G:3<br>NNW | WS: 2<br>G:3<br>NNW   | WS: 2<br>G:3<br>NNW   | WS: 2<br>G:3<br>NNW   | WS: 3<br>G:4<br>SSE   | WS: 3<br>G:4<br>NNE    | WS: 3<br>G:4<br>NNE    | WS: 3<br>G:5<br>NNE    | WS: 3<br>G:5<br>NNE   | WS: 3<br>G:5<br>NE    | WS: 3<br>G:5<br>NE      | WS: 4<br>G:5<br>ENE   |
| Houston Pilots G -<br>75/76             | WS: 9<br>G:12<br>W    | WS: 9<br>G:12<br>W    | WS: 10<br>G:13<br>W   | WS: 10<br>G:12<br>W   | WS: 10<br>G:12<br>W   | WS: 9<br>G:11<br>W    | WS: 8<br>G:11<br>WNW   | WS: 8<br>G:13<br>WNW   | WS: 8<br>G:11<br>WNW  | WS: 8<br>G:10<br>NW   | WS: 8<br>G:11<br>NW   | WS: 7<br>G:9<br>NW    | WS: 6<br>G:8<br>NW    | WS: 5<br>G:7<br>NW    | WS: 5<br>G:7<br>WNW   | WS: 4<br>G:6<br>W     | WS: 3<br>G:5<br>W | WS: 3<br>G:5<br>W      | WS: 3<br>G:4<br>W | WS: 3<br>G:4<br>W      | WS: 3<br>G:4<br>WNW   | WS: 3<br>G:4<br>WNW   | WS: 3<br>G:4<br>NW | WS: 3<br>G:4<br>NW    | WS: 3<br>G:4<br>NNW | WS: 3<br>G:4<br>NNW   | WS: 3<br>G:4<br>NNW   | WS: 3<br>G:4<br>NNW   | WS: 3<br>G:5<br>SSW   | WS: 4<br>G:5<br>NNE    | WS: 3<br>G:5<br>NNE    | WS: 3<br>G:5<br>NNE    | WS: 3<br>G:5<br>NE    | WS: 3<br>G:5<br>ENE   | WS: 3<br>G:5<br>ESE     | WS: 3<br>G:5<br>ESE   |
| Houston Pilots F -<br>63/64             | WS: 10<br>G:12<br>W   | WS: 10<br>G:13<br>W   | WS: 11<br>G:13<br>W   | WS: 11<br>G:13<br>W   | WS: 11<br>G:13<br>W   | WS: 10<br>G:12<br>W   | WS: 8<br>G:11<br>WNW   | WS: 9<br>G:13<br>WNW   | WS: 8<br>G:11<br>WNW  | WS: 7<br>G:10<br>NW   | WS: 8<br>G:11<br>NW   | WS: 6<br>G:9<br>NNW   | WS: 6<br>G:8<br>NNW   | WS: 5<br>G:7<br>NW    | WS: 5<br>G:7<br>W     | WS: 4<br>G:6<br>W     | WS: 4<br>G:6<br>W | WS: 4<br>G:5<br>W      | WS: 4<br>G:5<br>W | WS: 4<br>G:5<br>W      | WS: 4<br>G:5<br>WNW   | WS: 4<br>G:4<br>WNW   | WS: 3<br>G:4<br>NW | WS: 4<br>G:4<br>NW    | WS: 4<br>G:4<br>NNW | WS: 4<br>G:4<br>NNW   | WS: 4<br>G:5<br>N     | WS: 4<br>G:5<br>SSW   | WS: 4<br>G:5<br>ENE   | WS: 4<br>G:5<br>NNE    | WS: 4<br>G:6<br>NNE    | WS: 4<br>G:5<br>NNE    | WS: 3<br>G:5<br>NE    | WS: 3<br>G:5<br>ENE   | WS: 3<br>G:5<br>ESE     | WS: 3<br>G:5<br>ESE   |
| Houston Pilots E -<br>51/52             | WS: 9<br>G:12<br>W    | WS: 10<br>G:13<br>W   | WS: 11<br>G:13<br>W   | WS: 11<br>G:13<br>W   | WS: 11<br>G:13<br>W   | WS: 10<br>G:12<br>W   | WS: 9<br>G:12<br>W     | WS: 8<br>G:13<br>WNW   | WS: 8<br>G:11<br>NW   | WS: 6<br>G:10<br>NW   | WS: 7<br>G:11<br>NNW  | WS: 6<br>G:9<br>WNW   | WS: 5<br>G:8<br>WSW   | WS: 5<br>G:7<br>S     | WS: 4<br>G:7<br>S     | WS: 4<br>G:6<br>WNW   | WS: 4<br>G:6<br>W | WS: 4<br>G:6<br>W      | WS: 4<br>G:5<br>W | WS: 4<br>G:5<br>W      | WS: 4<br>G:5<br>W     | WS: 4<br>G:5<br>WNW   | WS: 4<br>G:5<br>NW | W5: 4<br>G:5<br>NW    | WS: 4<br>G:5<br>NNW | WS: 4<br>G:5<br>NNW   | WS: 4<br>G:5<br>W     | WS: 4<br>G:5<br>ESE   | WS: 4<br>G:5<br>NNE   | WS: 4<br>G:6<br>NNE    | WS: 4<br>G:6<br>NNE    | WS: 4<br>G:5<br>NNE    | WS: 3<br>G:5<br>NE    | WS: 3<br>G:5<br>ESE   | WS: 3<br>G:5<br>SE      | WS: 3<br>G:6<br>ESE   |
| Houston Pilots D -<br>37/38             | WS: 10<br>G:12<br>W   | WS: 10<br>G:13<br>W   | WS: 11<br>G:13<br>W   | WS: 10<br>G:13<br>W   | WS: 11<br>G:13<br>W   | WS: 10<br>G:12<br>W   | WS: 9<br>G:12<br>W     | WS: 9<br>G:12<br>WNW   | WS: 7<br>G:11<br>NW   | WS: 7<br>G:10<br>NNW  | WS: 7<br>G:11<br>NNW  | WS: 7<br>G:10<br>S    | WS: 6<br>G:9<br>ESE   | WS: 5<br>G:8<br>E     | WS: 4<br>G:7<br>E     | WS: 4<br>G:7<br>WNW   | WS: 4<br>G:6<br>W | WS: 4<br>G:6<br>W      | WS: 4<br>G:6<br>W | WS: 4<br>G:5<br>W      | WS: 4<br>G:5<br>W     | WS: 4<br>G:5<br>WNW   | WS: 4<br>G:5<br>NW | WS: 4<br>G:5<br>NW    | WS: 4<br>G:5<br>NNW | WS: 4<br>G:5<br>NNW   | WS: 4<br>G:5<br>S     | WS: 4<br>G:5<br>ESE   | WS: 4<br>G:6<br>NNE   | WS: 5<br>G:6<br>NNE    | WS: 4<br>G:6<br>NNE    | WS: 4<br>G:5<br>NNE    | WS: 4<br>G:5<br>NE    | WS: 4<br>G:5<br>ESE   | WS: 3<br>G:5<br>ESE     | WS: 3<br>G:6<br>E     |
| Houston Pilots C -<br>25/26             | WS: 9<br>G:12<br>W    | WS: 10<br>G:13<br>W   | WS: 10<br>G:13<br>W   | WS: 10<br>G:12<br>W   | WS: 10<br>G:13<br>W   | WS: 9<br>G:12<br>W    | WS: 9<br>G:12<br>WNW   | WS: 9<br>G:12<br>WNW   | WS: 7<br>G:10<br>WNW  | WS: 7<br>G:10<br>NNW  | WS: 7<br>G:11<br>NW   | WS: 7<br>G:10<br>SE   | WS: 6<br>G:8<br>SE    | WS: 5<br>G:7<br>E     | WS: 4<br>G:6<br>NNE   | WS: 4<br>G:7<br>WNW   | WS: 4<br>G:6<br>W | WS: 4<br>G:6<br>W      | WS: 4<br>G:5<br>W | WS: 4<br>G:5<br>W      | WS: 4<br>G:5<br>W     | WS: 4<br>G:5<br>WNW   | WS: 4<br>G:5<br>NW | WS: 4<br>G:5<br>NW    | WS: 4<br>G:5<br>NNW | WS: 4<br>G:5<br>NNW   | WS: 4<br>G:5<br>ESE   | WS: 4<br>G:5<br>E     | WS: 4<br>G:6<br>NNE   | WS: 5<br>G:6<br>NNE    | WS: 5<br>G:6<br>NNE    | WS: 4<br>G:6<br>NNE    | WS: 4<br>G:6<br>NNE   | WS: 4<br>G:6<br>NE    | WS: 4<br>G:6<br>NE      | WS: 4<br>G:5<br>ENE   |
| Houston Pilots B -<br>11/12             | WS: 8<br>G:12<br>W    | WS: 9<br>G:13<br>W    | WS: 9<br>G:13<br>W    | WS: 9<br>G:12<br>W    | WS: 10<br>G:13<br>W   | WS: 9<br>G:11<br>WNW  | WS: 9<br>G:12<br>WNW   | WS: 9<br>G:12<br>WNW   | WS: 7<br>G:10<br>WNW  | WS: 7<br>G:10<br>NW   | WS: 7<br>G:11<br>NW   | WS: 6<br>G:10<br>W    | WS: 5<br>G:8<br>SW    | WS: 4<br>G:6<br>S     | WS: 3<br>G:5<br>E     | WS: 4<br>G:7<br>W     | WS: 4<br>G:6<br>W | WS: 4<br>G:6<br>W      | WS: 4<br>G:6<br>W | WS: 4<br>G:6<br>W      | WS: 4<br>G:6<br>WNW   | WS: 4<br>G:5<br>WNW   | WS: 4<br>G:5<br>NW | WS: 4<br>G:5<br>NNW   | WS: 4<br>G:5<br>NNW | WS: 4<br>G:5<br>N     | WS: 4<br>G:5<br>NNE   | WS: 5<br>G:6<br>NNE   | WS: 5<br>G:6<br>NNE   | WS: 5<br>G:6<br>NNE    | WS: 5<br>G:6<br>NNE    | WS: 4<br>G:6<br>NNE    | WS: 4<br>G:6<br>NNE   | WS: 4<br>G:5<br>NE    | WS: 4<br>G:5<br>NE      | WS: 4<br>G:5<br>ENE   |
| Houston Pilots A - 1<br>& 2 Bravo       | WS: 11<br>G:11<br>WNW | WS: 11<br>G:12<br>WNW | WS: 11<br>G:13<br>WNW | WS: 11<br>G:12<br>W   | WS: 12<br>G:12<br>WNW | WS: 11<br>G:12<br>WNW | WS: 11<br>G:13<br>WNW  | WS: 10<br>G:13<br>WNW  | WS: 8<br>G:11<br>WNW  | WS: 7<br>G:10<br>NW   | WS: 7<br>G:10<br>NW   | WS: 5<br>G:9<br>NW    | WS: 3<br>G:7<br>W     | WS: 3<br>G:6<br>SW    | WS: 2<br>G:5<br>SSW   | WS: 5<br>G:8<br>W     | WS: 5<br>G:8<br>W | WS: 5<br>G:7<br>W      | WS: 5<br>G:7<br>W | WS: 5<br>G:7<br>W      | WS: 5<br>G:7<br>WNW   | WS: 5<br>G:6<br>WNW   | WS: 5<br>G:6<br>NW | WS: 5<br>G:6<br>NNW   | WS: 5<br>G:6<br>NNW | WS: 5<br>G:6<br>N     | WS: 5<br>G:6<br>N     | WS: 6<br>G:6<br>N     | WS: 6<br>G:7<br>NNE   | WS: 6<br>G:7<br>NNE    | WS: 5<br>G:7<br>NNE    | WS: 5<br>G:6<br>NNE    | WS: 4<br>G:6<br>NE    | WS: 4<br>G:5<br>NE    | WS: 4<br>G:5<br>ENE     | WS: 4<br>G:5<br>E     |
|   |                       |                       |                       |                       |                       |                       |                        |                        |                       |                       |                       |                       |                       |                       |                       |                       |                   |                        |                   |                        |                       |                       |                    |                       |                     |                       |                       |                       |                       |                        |                        |                        |                       |                       |                         |                       |

See slides below for official thoughts on winds.

## Houston Pilots: Sun. 10/30/2022





### **Forecast Discussion**

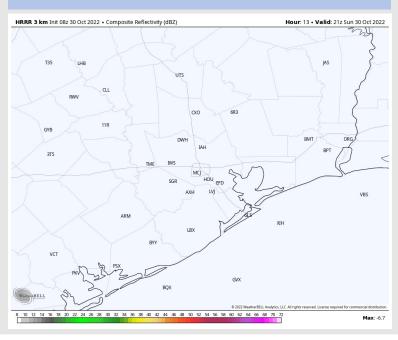
**Precip:** Anticipating dry conditions today.

Wind: Sustained winds out of the WNW this 8-13 kts After 10AM, stations N of Morgan's Point will be 3-8 kts with stations S of Morgan's Point 10-15 kts until 2 PM. After 2 PM winds calm to 3-8 kts. Around 6 PM winds will veer more out of the NNW. Gusts of 14-18 kts possible in the early afternoon.

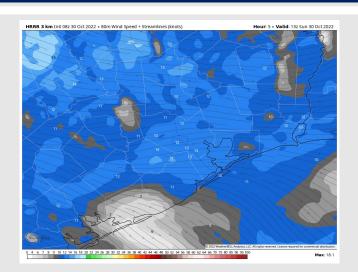
Temps: High temps Sunday in the low 70s F at the boarding station and in the mid 70s F at all other stations.

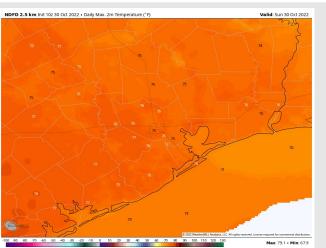
**Visibility:** Not favoring any concerns for reduced visibility.

#### **Precip Forecast: 4 PM CT**



Wind Speed (kts) 8 AM CT





High Temps Sunday

## Houston Pilots: Mon. 10/31/2022





#### **Forecast Discussion**

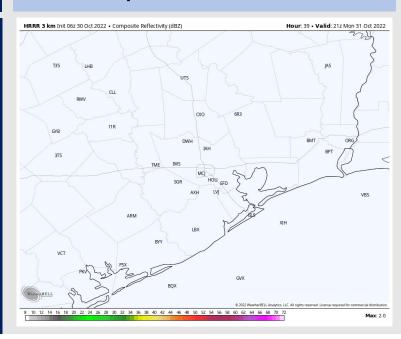
**Precip:** Anticipating dry conditions throughout the day Monday.

Wind: Sustained winds out of the north Monday AM at 3-8 kts. Between 2-3PM, winds will veer out of the S/SE near the boarding station, continuing for the rest of the day. Speeds still 3-8 kts.

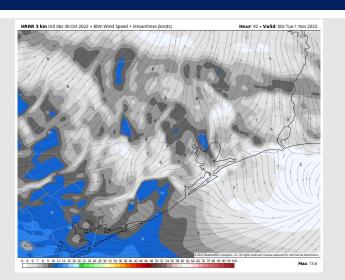
Temps: High temps Monday near 70 F at the boarding station and in the mid 70s F at all other stations.

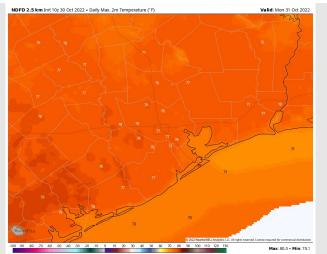
Visibility: Not anticipating any visibility concerns at this time.

#### **Precip Forecast: 4 PM CT**



Wind Speed (kts) 7 PM CT





High Temps Monday

## Houston Pilots: Tue. 11/1/2022





#### **Forecast Discussion**

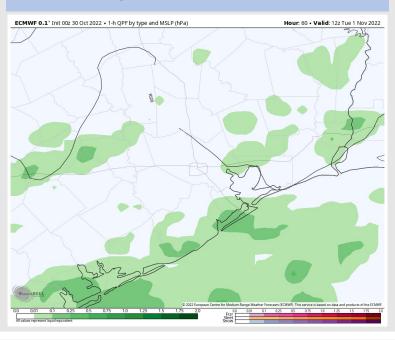
Precip: Anticipating scattered showers/t-storms at 60% to begin around 2 AM Tuesday, continuing until 5PM. Dry conditions favored beyond 5 PM. Locally heavy downpours and lightning possible under strongest cells.

Wind: Sustained winds early Tuesday morning out of the SE at 3-8 kts. By 5 AM, winds start to veer out of the ENE at 10-15 kts where they continue for the rest of the day. Gusts of 20-25 kts possible throughout the evening.

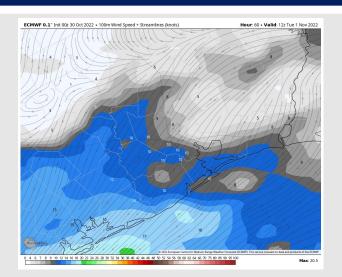
Temps: High temps Tuesday near 70 F for all stations.

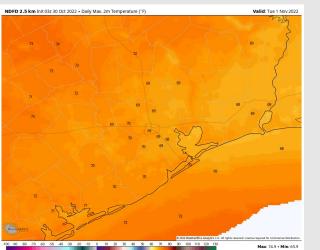
Visibility: Not anticipating visibility concerns at this time.

#### **Precip Forecast: 7 AM CT**



Wind Speed (kts) 7 AM CT



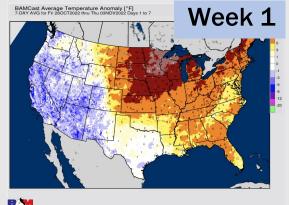


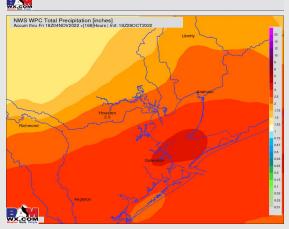
High Temps Tuesday

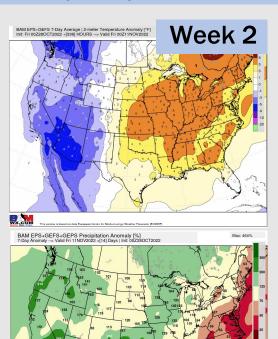
## Houston Pilots: 10/30/22

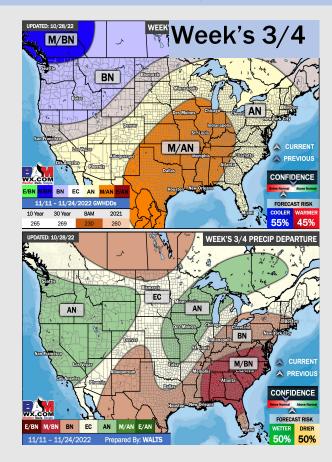












- Temperatures expected to be near or slightly below normal next week. More widespread chances of rain going into Tuesday and Wednesday.
- Week 2 to feature slightly above normal temperatures and below normal precipitation.
- The weeks <sup>3</sup>/<sub>4</sub> timeframe into November looks to feature above normal temperatures and below normal to normal risks for precip.