# Houston Pilots Forecast Package

Wednesday, November 30, 2022

Forecaster: Alyssa McClung

### Weather Headlines

A cold front is on its way out as update is being issued. With that being said, fog threat looks to diminish with the passing cold front, with any lingering patchy fog to be gone by 6 AM.

Anticipating gusty winds of 25-30+ knots out of the N be possible at the boarding station Today.

- Patchy fog near the boarding station will linger until 6 AM today. Not anticipating visibility concerns thereafter.
- Eyeing additional fog threats toward the end of the week/weekend. Saturday looks to be the most confident fog threat.

#### The Wood Beaumont Libert Bridge City Jersey Village Highland Houston Cinco Ranch asadena Sugar Land Richmond Hitchcock Wharton ssued: Nov 30 2022 02:29 AM Expires: Nov 30 2022 06:00 PM Bay City

Houston Pilots

Silsbee

Lumberto

### Radar/NWS Alerts: 5:00 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 Visibility Report**



#### Saturday 12/3/22

Favorable wind pattern for fog with winds from the SE to SSE on Saturday. Model guidance this far out has decent agreement on the signal for fog for a good bit of the day Saturday. More details to come, but Saturday does look like fog will be a concern.

#### Sunday 12/4/22

Winds Sunday AM look to have a NE component to them which may limit fog potential during the morning hours. Into Sunday PM there may be a slightly better opportunity for sea fog because of a better low level wind direction.

| Confidence  | Confidence             |                 |  |  |  |  |  |  |  |  |
|---|------------------------|-----------------|--|--|--|--|--|--|--|--|
| Above Below<br>Normal Normal                                      | Above<br>Normal        | Below<br>Normal |  |  |  |  |  |  |  |  |
| Monday 12/5/22  | Chance for Reduced Vis | sibility        |  |  |  |  |  |  |  |  |
| Southerly flow will continue to allow for fog                     | Saturday AM            | Probable        |  |  |  |  |  |  |  |  |
| potential, however by the evening hours a more                    | Saturday PM            | Probable        |  |  |  |  |  |  |  |  |
| SW wind will work into the area and will limit potential for fog. | Sunday AM              | Possible        |  |  |  |  |  |  |  |  |
|   | Sunday PM              | Possible        |  |  |  |  |  |  |  |  |
| Confidence  | Monday AM              | Possible        |  |  |  |  |  |  |  |  |
| Above Below<br>Normal Normal                                      | Monday PM              | Unlikely        |  |  |  |  |  |  |  |  |

### **Houston Pilots Visibility Report**





|                      | Wed<br>3am |     | Wed<br>5am |   | Wed<br>7am | Wed<br>8am | Wed<br>9am | Wed<br>10am | Wed<br>11am | Wed<br>12pm | Wed<br>1pm | Wed<br>2pm | Wed<br>3pm | Wed<br>4pm | Wed<br>5pm | Wed<br>6pm | Wed<br>7pm |    |    | Wed<br>10pm |    |    | Thu<br>1am | Thu<br>2am | Thu<br>3am | Thu<br>4am | Thu<br>5am |    | Thu<br>7am | Thu<br>8am | Thu<br>9am | Thu<br>10am | Thu<br>11am | Thu<br>12pm |    | Thu<br>2pm |
|----------------------|------------|-----|------------|---|------------|------------|------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|----|----|-------------|----|----|------------|------------|------------|------------|------------|----|------------|------------|------------|-------------|-------------|-------------|----|------------|
| 610 Bridge           | 5          | 5   | 6          | 8 | 9          | 9          | 10         | 10          | 10          | 10          | 10         | 10         | 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             | 5          | 5   | 6          | 8 | 9          | 9          | 10         | 10          | 10          | 10          | 10         | 10         | 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      | 5          | 5   | 6          | 8 | 9          | 9          | 10         | 10          | 10          | 10          | 10         | 10         | 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          | 5          | 5   | 6          | 8 | 9          | 10         | 10         | 10          | 10          | 10          | 10         | 10         | 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 | 5          | 5   | 6          | 8 | 9          | 9          | 10         | 10          | 10          | 10          | 10         | 10         | 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              | 5          | 5   | 6          | 8 | 8          | 9          | 9          | 10          | 10          | 10          | 10         | 10         | 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     | 4          | 5   | 6          | 7 | 8          | 8          | 9          | 10          | 10          | 10          | 10         | 10         | 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                | 3          | 5   | 6          | 6 | 7          | 7          | 8          | 10          | 10          | 10          | 10         | 10         | 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                | 2          | 5   | 6          | 6 | 6          | 7          | 8          | 10          | 10          | 10          | 10         | 10         | 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                | 2          | 4   | 5          | 5 | 6          | 6          | 7          | 10          | 10          | 10          | 10         | 10         | 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                | 2          | 4   | 5          | 4 | 6          | 6          | 7          | 9           | 10          | 10          | 10         | 10         | 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                | 2          | 3   | 5          | 4 | 5          | 5          | 7          | 9           | 10          | 10          | 10         | 10         | 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                | 1          | 2   | 4          | 4 | 5          | 5          | 6          | 9           | 10          | 10          | 10         | 10         | 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          | 0.86       | 0.7 | 3          | 4 | 5          | 5          | 6          | 9           | 10          | 10          | 10         | 10         | 10         | 10         | 10         | 10         | 10         | 10 | 10 | 10          | 10 | 10 | 10         | 10         | 10         | 10         | 10         | 10 | 10         | 10         | 10         | 10          | 10          | 10          | 10 | 10         |

# **Houston Pilots Wind Report**



|                      | Confidence        |                     |                        |                 |               |                        |                        |                 |                 |                 |                        |                        |                        |                        |                        |                 |                      |                      |                      |                      | Example                |                        |                 |                 |                      |                 |                 |                 |                     |                 |                    |                    |                    |                    |                    |                    |
|----------------------|-------------------|---------------------|------------------------|-----------------|---------------|------------------------|------------------------|-----------------|-----------------|-----------------|------------------------|------------------------|------------------------|------------------------|------------------------|-----------------|----------------------|----------------------|----------------------|----------------------|------------------------|------------------------|-----------------|-----------------|----------------------|-----------------|-----------------|-----------------|---------------------|-----------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
|                      | Above<br>Normal   |                     |                        |                 |               |                        |                        |                 |                 |                 |                        | Below<br>Normal        |                        |                        |                        |                 |                      |                      |                      |                      |                        |                        | Si              | (               | inec<br>Gust<br>Vind | s 18            | 717             |                 | WS: 13<br>G:18<br>N |                 |                    |                    |                    |                    |                    |                    |
| Time<br>Knots        | Wed<br>3am        | Wed<br>4am          | Wed<br>5am             | Wed<br>6am      | Wed<br>7am    | Wed<br>8am             | Wed<br>9am             |                 | Wed<br>11am     | Wed<br>12pm     | Wed<br>1pm             | Wed<br>2pm             | Wed<br>3pm             | Wed<br>4pm             | Wed<br>5pm             | Wed<br>6pm      | Wed<br>7pm           | Wed<br>8pm           | Wed<br>9pm           | Wed<br>10pm          | Wed<br>11pm            | Thu<br>12am            | Thu<br>1am      | Thu<br>2am      | Thu<br>3am           | Thu<br>4am      | Thu<br>5am      | Thu<br>6am      | Thu<br>7am          | Thu<br>8am      | Thu<br>9am         | Thu<br>10am        |                    |                    |                    | Thu<br>2pm         |
| 610 Bridge           | 7<br>23<br>NW     | 13<br>27<br>NNW     | 12<br>28<br>N          | 11<br>30<br>N   | 11<br>32<br>N | 11<br>30<br>NNE        |                        |                 | 12<br>25<br>NNE | 13<br>23<br>NNE | 12<br>22<br>NNE        | 12<br>21<br>NNE        | 12<br>19<br>NNE        | 11<br>19<br>NNE        | 9<br>19<br>NE          | 9<br>16<br>NNE  | 9<br>16<br>NE        | 9<br>17<br>NE        | 8<br>16<br>NE        | 7<br>15<br>NE        | 7<br>15<br>ENE         | 7<br>15<br>ENE         | 7<br>14<br>ENE  | 6<br>13<br>ENE  | 7<br>13<br>ENE       | 6<br>12<br>ENE  | 7<br>14<br>ENE  | 7<br>13<br>ENE  | 7<br>13<br>ENE      | 7<br>13<br>ENE  | 8<br>13<br>ENE     | 7<br>14<br>ENE     | 7<br>12<br>E       | 7<br>11<br>E       | 7<br>11<br>E       | 7<br>11<br>E       |
| Kinder 1             | 7<br>22<br>NW     | 13<br>27<br>NNW     | 12<br>28<br>N          | 11<br>30<br>N   | 11<br>32<br>N | 11<br>30<br>NNE        | 13<br>29<br>NNE        | 13<br>27<br>NNE | 13<br>26<br>NNE | 13<br>23<br>NNE | 13<br>22<br>NNE        | 12<br>21<br>NNE        | 12<br>20<br>NNE        | 11<br>19<br>NNE        | 9<br>19<br>NE          | 9<br>16<br>NNE  | 9<br>16<br>NNE       | 9<br>17<br>NE        | 8<br>16<br>NE        | 7<br>15<br>NE        | 7<br>15<br>ENE         | 7<br>14<br>ENE         | 7<br>14<br>ENE  | 6<br>13<br>ENE  | 7<br>13<br>ENE       | 6<br>12<br>ENE  | 7<br>14<br>ENE  | 7<br>13<br>ENE  | 7<br>13<br>ENE      | 7<br>13<br>ENE  | 8<br>13<br>ENE     | 8<br>14<br>ENE     | 7<br>12<br>E       | 7<br>11<br>E       | 7<br>10<br>E       | 7<br>11<br>E       |
| Greens<br>Bayou      | 7<br>22<br>NW     | 13<br>27<br>NNW     | 13<br>29<br>N          | 12<br>31<br>N   | 11<br>32<br>N | 12<br>31<br>NNE        | 13<br>29<br>NNE        | 13<br>27<br>NNE | 13<br>26<br>NNE | 13<br>24<br>NNE | 13<br>23<br>NNE        | 12<br>21<br>NNE        | 11<br>20<br>NNE        | 10<br>19<br>NNF        | 9<br>19<br>NNE         | 9<br>16<br>NNE  | 9<br>16<br>NNE       | 8<br>16<br>NE        | 8<br>15<br>NE        | 7<br>15<br>NE        | 7<br>14<br>ENE         | 7<br>14<br>ENE         | 6<br>13<br>ENE  | 6<br>12<br>ENE  | 7<br>13<br>ENE       | 6<br>12<br>ENE  | 7<br>14<br>ENE  | 7<br>13<br>ENE  | 7<br>13<br>ENE      | 7<br>13<br>ENE  | 8<br>13<br>ENE     | 8<br>13<br>ENE     | 7<br>12<br>F       | 7<br>11<br>F       | 7<br>10<br>F       | 7<br>11<br>F       |
| Shell Crude          | 6<br>20<br>WNW    | 13<br>28<br>NNW     | 13<br>29<br>N          | 12<br>31<br>NNE | 11<br>32<br>N | 12<br>31<br>N          | 13<br>29<br>NNE        | 13<br>27        | 13<br>26<br>NNE | 13<br>24<br>NNE | 13<br>23<br>NNE        | 12<br>21<br>NNE        | 11<br>20<br>NNE        | 11<br>19<br>NNE        | 9<br>19<br>NNE         | 9<br>16<br>NNE  | 9<br>16<br>NNE       | 8<br>16<br>NE        | 8<br>16<br>NE        | 8<br>15<br>NE        | 7<br>15<br>ENE         | 7<br>15<br>ENE         | 7<br>14<br>ENE  | 6<br>13<br>ENE  | 7<br>14<br>ENE       | 6<br>13<br>ENE  | 7<br>14<br>ENE  | 7<br>13<br>ENE  | 7<br>13<br>ENE      | 8<br>13<br>ENE  | 9<br>13<br>ENE     | 8<br>14<br>ENE     | 8<br>12            | 7<br>11<br>E       | 7<br>10            | 8<br>11<br>E       |
| Lynchburg<br>Ferries | 6<br>19<br>WNW    | 14<br>28<br>NNW     | 13<br>29<br>N          | 12<br>32<br>N   | 11<br>32<br>N | 12<br>31<br>N          | 13<br>29<br>NNE        | 13<br>27<br>NNE | 13<br>26<br>NNE | 13<br>24<br>NNE | 13<br>23<br>NNE        | 12<br>21<br>NNE        | 11<br>20<br>NNE        | 10<br>19<br>NNE        | 8<br>19<br>NNE         | 9<br>16<br>NNE  | 9<br>16<br>NNE       | 9<br>16<br>NE        | 8<br>15<br>NE        | 8<br>15<br>NE        | 8<br>15<br>ENE         | 7<br>15<br>ENE         | 7<br>14<br>ENE  | 7<br>13<br>ENE  | 7<br>13<br>ENE       | 7<br>13<br>ENE  | 7<br>14<br>ENE  | 7<br>13<br>ENE  | 7<br>13<br>ENE      | 8<br>13<br>ENE  | 9<br>13<br>ENE     | 8<br>14<br>E       | 8<br>12<br>E       | 7<br>10<br>E       | 7<br>10<br>E       | 8<br>10<br>E       |
| Exxon 3              | 6<br>17<br>WNW    | 14<br>28<br>NNW     | 13<br>29               | 13<br>33<br>F   | 11<br>32<br>N | 11<br>31<br>N          | 13<br>30<br>NNE        | 13<br>27        | 13<br>27<br>NNE | 13<br>24<br>NNE | 13<br>23<br>NNE        | 12<br>21<br>NNE        | 11<br>20<br>NNF        | 10<br>19<br>NNF        | 8<br>19<br>NNE         | 10<br>16<br>NNE | 9<br>16<br>NE        | 9<br>16<br>NE        | 9<br>16<br>NE        | 9<br>16<br>NE        | 8<br>16<br>ENE         | 8<br>16<br>ENE         | 8<br>15<br>ENE  | 7<br>14<br>ENE  | 8<br>14<br>ENE       | 8<br>14<br>ENE  | 8<br>14<br>ENE  | 8<br>14<br>ENE  | 8<br>14<br>ENE      | 8<br>14<br>ENE  | 9<br>14<br>ENE     | 9<br>14<br>ENE     | 8<br>12<br>F       | 7<br>11<br>F       | 8<br>10<br>F       | 8<br>11<br>F       |
| Morgans<br>Point     | 7<br>16<br>WNW    | 14<br>27<br>NNW     | 15<br>30<br>N          | 15<br>33<br>SW  | 13<br>32<br>N | 13<br>32<br>N          | 15<br>30<br>NNE        | 14<br>28        | 14<br>27<br>NNE | 14<br>24<br>NNE | 14<br>23<br>NNE        | 13<br>22<br>NNE        | 12<br>20<br>NNE        | 11<br>19<br>NNE        | 9<br>19<br>NNE         | 10<br>17<br>NNE | 11<br>18<br>NE       | 11<br>18<br>NE       | 11<br>18<br>NE       | 11<br>18<br>NE       | 11<br>18<br>ENE        | 10<br>18<br>ENE        | 10<br>17<br>ENE | 10<br>16<br>ENE | 10<br>16<br>ENE      | 9<br>16<br>ENE  | 10<br>16<br>ENE | 10<br>15<br>ENE | 9<br>15<br>ENE      | 10<br>15<br>ENE | 10<br>15<br>ENE    | 10<br>14<br>ENE    | 9<br>13<br>E       | 8<br>12<br>E       | 8<br>11<br>E       | 8<br>11<br>F       |
| 75/76                | 9<br>16<br>WNW    | 13<br>26<br>NW      | 20<br>31<br>NNW        | 21<br>34<br>SSE | 19<br>32<br>N | 20<br>33<br>N          | 20<br>32<br>NNE        | 19<br>29<br>NNE | 18<br>29<br>NNE | 18<br>26<br>NNE | 17<br>24<br>NNE        | 16<br>23<br>NNE        | 16<br>21<br>NNE        | 16<br>20<br>NNE        | 15<br>20<br>NNE        | 13<br>18<br>NE  | 13<br>19<br>NE       | 14<br>20<br>NE       | 14<br>21<br>NE       | 14<br>21<br>ENE      | 14<br>20<br>ENE        | 14<br>20<br>ENE        | 14<br>19<br>ENE | 13<br>18<br>ENE | 13<br>18<br>ENE      | 13<br>18<br>ENE | 13<br>17<br>ENE | 13<br>17<br>ENE | 12<br>17<br>ENE     | 12<br>16<br>ENE | 12<br>16<br>ENE    | 11<br>15<br>ENE    | 10<br>15<br>ENE    | 10<br>14<br>E      | 10<br>13<br>E      | 9<br>13<br>E       |
| 63/64                | 10<br>16<br>WNW   | 12<br>24<br>NW      | 22<br>32<br>NNW        | 24<br>34<br>ESE | 23<br>32<br>N | 23<br>34<br>N          | 24<br>33<br>NNE        | 22<br>30        | 21<br>30<br>NNE | 20<br>27<br>NNE | 19<br>26<br>NNE        | 18<br>24<br>NNE        | 18<br>23<br>NNE        | 18<br>22<br>NNE        | 19<br>21<br>NE         | 15<br>20<br>NE  | 15<br>21<br>NE       | 16<br>22<br>NE       | 16<br>22<br>NE       | 16<br>22<br>ENE      | 16<br>22<br>ENE        | 16<br>21<br>ENE        | 15<br>20<br>ENE | 15<br>19<br>FNF | 15<br>19<br>ENE      | 14<br>18<br>ENE | 14<br>18<br>ENE | 14<br>17<br>ENE | 14<br>17<br>ENE     | 13<br>17<br>ENE | 13<br>16<br>ENE    | 12<br>15<br>ENE    | 11<br>15<br>ENE    | 11<br>15<br>E      | 11<br>14<br>E      | 11<br>14<br>E      |
| 51/52                | 10<br>15<br>WNW   | 11<br>20<br>NW      | 22<br>32<br>NNW        | 25<br>33<br>WNW | 24<br>32<br>N | 24<br>34<br>NNE        | 24<br>33<br>NNE        | 22<br>31        | 22<br>30<br>NNE | 20<br>27<br>NNE | 19<br>26<br>NNE        | 19<br>24<br>NNE        | 18<br>23<br>NNE        | 18<br>22<br>NNE        | 19<br>22<br>NNE        | 15<br>20<br>NE  | 16<br>21<br>NE       | 16<br>22<br>NE       | 17<br>23<br>NE       | 17<br>23<br>ENE      | 16<br>22<br>ENE        | 16<br>21<br>ENE        | 16<br>20<br>ENE | 15<br>19<br>ENE | 15<br>19<br>ENE      | 15<br>18<br>ENE | 14<br>18<br>ENE | 14<br>17<br>ENE | 14<br>17<br>ENE     | 14<br>17<br>ENE | 13<br>17<br>ENE    | 13<br>16<br>ENE    | 12<br>16<br>F      | 12<br>15<br>E      | 12<br>15<br>E      | 12<br>15<br>E      |
| 37/38                | 8<br>14<br>WNW    | 10<br>19<br>NW      | 22<br>32<br>NNW        | 26<br>33<br>N   | 25<br>32<br>N | 25<br>34<br>NNE        | 25<br>33<br>NNE        | 23<br>31        | 22<br>30<br>NNE | 20<br>27<br>NNE | 19<br>25<br>NNE        | 18<br>24<br>NNE        | 18<br>23<br>NNE        | 18<br>22<br>NNE        | 19<br>22<br>NNE        | 16<br>21<br>NE  | 17<br>22<br>NE       | 17<br>23<br>NE       | 17<br>23<br>NE       | 17<br>23<br>ENE      | 17<br>22<br>ENE        | 17<br>21<br>ENE        | 16<br>20<br>ENE | 16<br>19<br>ENE | 15<br>19<br>ENE      | 15<br>19<br>ENE | 15<br>18<br>ENE | 15<br>18<br>ENE | 14<br>17<br>ENE     | 14<br>17<br>ENE | 14<br>17<br>ENE    | 14<br>17<br>ENE    | 13<br>16<br>E      | 13<br>16<br>E      | 13<br>15<br>E      | 12<br>15<br>E      |
| 25/26                | 6<br>12           | 9<br>17             | 21<br>32               | 25<br>32<br>N   | 23<br>32<br>N | 23<br>34               | 23<br>33               | 21<br>31        | 21<br>30<br>NNE | 19<br>27<br>NNE | 18<br>25               | 17<br>23               | 17<br>22               | 17<br>21               | 17<br>22               | 16<br>21<br>NE  | 17<br>22             | 17<br>23             | 18<br>23             | 17<br>23             | 17<br>22               | 17<br>21               | 16<br>20<br>ENE | 16<br>19<br>FNF | 16<br>19<br>ENE      | 15<br>18<br>ENF | 15<br>18<br>FNF | 15<br>18<br>FNF | 15<br>18<br>FNF     | 15<br>18<br>ENF | 15<br>18<br>F      | 14<br>17<br>F      | 14<br>16<br>F      | 13<br>16           | 13<br>16           | 13<br>15           |
| 11/12                | W<br>5<br>10<br>W | NW<br>8<br>14<br>NW | NNW<br>19<br>31<br>NNW | 23<br>32<br>N   | 21<br>32<br>N | NNE<br>21<br>34<br>NNE | NNE<br>21<br>33<br>NNE | 20<br>31        | 20<br>30<br>NNE | 18<br>26<br>NNE | NNE<br>17<br>24<br>NNE | NNE<br>16<br>22<br>NNE | NNE<br>16<br>21<br>NNE | NNE<br>16<br>21<br>NNE | NNE<br>16<br>22<br>NNE | 17<br>21<br>NE  | NE<br>18<br>22<br>NE | NE<br>18<br>23<br>NE | NE<br>19<br>24<br>NE | NE<br>18<br>23<br>NE | ENE<br>18<br>23<br>ENE | ENE<br>17<br>22<br>ENE | 17<br>21<br>ENE | 16<br>20<br>ENE | 16<br>19<br>ENE      | 16<br>19<br>ENE | 16<br>19<br>ENE | 15<br>18<br>ENE | 15<br>18<br>ENE     | 15<br>18<br>ENE | E<br>15<br>18<br>F | Е<br>15<br>18<br>Е | 14<br>17<br>F      | E<br>14<br>16<br>E | E<br>13<br>16<br>E | E<br>13<br>16<br>E |
| 1 & 2 Bravo          | 6<br>10<br>W      | 8<br>13<br>WNW      | 13<br>26<br>NW         | 26<br>31<br>N   | 26<br>33<br>N | 26<br>35<br>NNE        | 26<br>35<br>NNE        | 24<br>32<br>NNE | 23<br>31<br>NNE | 21<br>28<br>NNE | 20<br>25<br>NNE        | 19<br>23<br>NNE        | 19<br>22<br>NNE        | 20<br>22<br>NNE        | 21<br>23<br>NE         | 19<br>22<br>NE  | 20<br>24<br>NE       | 20<br>24<br>NE       | 21<br>25<br>NE       | 20<br>24<br>ENE      | 20<br>24<br>ENE        | 20<br>24<br>ENE        | 19<br>23<br>ENE | 18<br>22<br>ENE | 18<br>21<br>ENE      | 18<br>21<br>ENE | 18<br>20<br>ENE | 17<br>20<br>E   | 17<br>19<br>E       | 17<br>19<br>E   | 17<br>18<br>E      | е<br>16<br>18<br>Е | Е<br>16<br>17<br>Е | 15<br>17<br>E      | E<br>15<br>17<br>E | е<br>14<br>16<br>Е |

See slides below for official thoughts on winds.

# Houston Pilots: Wed. 11/30/2022



### **Forecast Discussion**

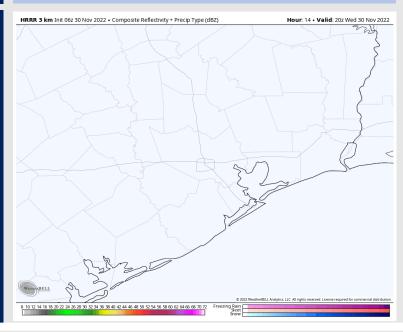
**Precip:** A slight chance (~20%) for leftover showers at the boarding station through ~7 AM exists. Anticipating the rest of Wednesday to be dry.

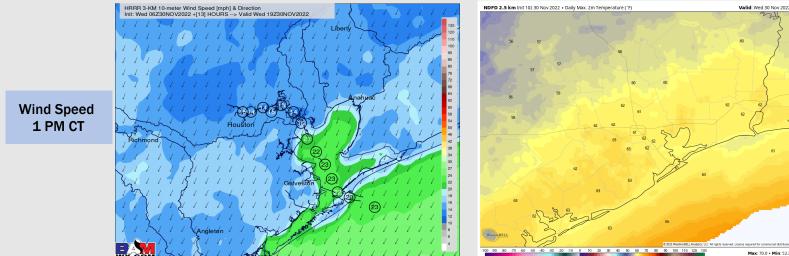
Wind: SW winds gradually shifting to be out of the N/NNE by 6 AM and remain as such for the rest of the day. By 5 AM winds N of Morgan's Point will be at 11 - 17 kts and S of Morgan's Point will be elevated at 23-30 kts. Wind gusts of up to 35-40 kts will be possible across all stations until 2 PM.

**Temps:** High temps Wednesday will be in the mid to low 60s F across all stations.

Visibility: Patchy fog may linger for the Boarding Station until 6 AM. Not anticipating visibility concerns thereafter.

#### Precip Forecast: 2 PM CT





#### High Temps Wednesday

# Houston Pilots: Thurs. 12/1/2022



### **Forecast Discussion**

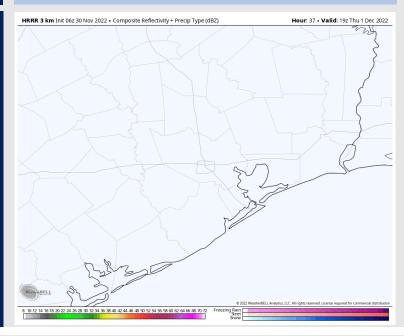
**Precip:** Anticipating dry conditions Thursday.

Wind: Sustained winds from the NE throughout the majority of the day will shift more easterly by 6 PM and remain as such for the rest of the evening. Winds N of Morgan's Point will be 5 - 10 kts and winds S of Morgan's Point will be more elevated at 20 - 25 kts until 9 AM, then decrease to 11 - 16 kts. Wind gusts of up to 18 kts will be possible N of Morgan's point until 12 PM, and gusts S of Morgan's Point of up to 28 kts will be possible until 2 PM.

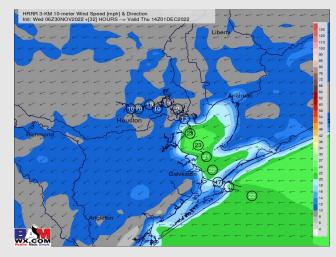
**Temps:** High temps Thursday will be in the mid to upper 70s F. The Boarding Station will be sitting around 70 F.

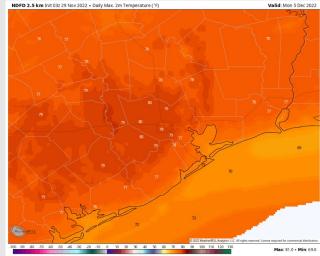
Visibility: Not anticipating visibility concerns, as winds will be elevated + unfavorable direction.

#### Precip Forecast: 1 PM CT









High Temps Thursday

# Houston Pilots: Fri. 12/2/2022



#### **Forecast Discussion**

Wind Speed

**11 AM CT** 

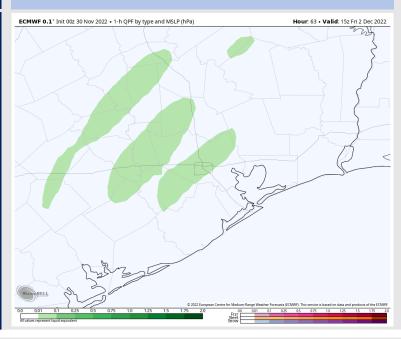
**Precip:** Anticipating dry conditions until around 6 AM, where a slight (20%) chance of showers will be possible until 4 PM. After 4 PM expecting dry conditions.

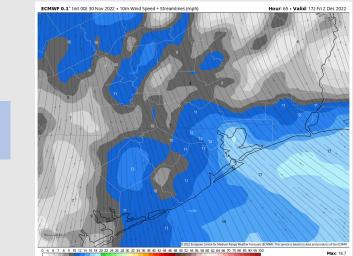
**Wind:** Sustained ESE winds in the morning will become SE by 8 AM through 2 PM, then more SSE thereafter and remaining as such for the rest of the afternoon and evening. Winds N of Morgan's Point will be at 6 - 10 kts in the morning, increasing to 8 - 13 kts in the afternoon. Winds S of Morgan's Point will be 11 - 16 kts. Wind gusts of 20 - 22 kts will be possible across all stations, especially from the 11 AM - 5 PM timeframe.

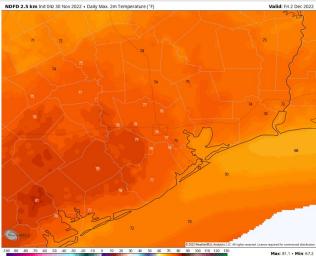
**Temps:** High temperatures will be in the mid to upper 70s across all stations except the Boarding Station, where temperatures will be cooler around 70 F.

Visibility: Patchy and possibly dense fog is will be likely, especially during the PM hours as SE flow promotes active moisture transport for sea fog. Morning hours look to be more of a patchy fog threat, with greater chances of widespread fog post mid-morning. More information to come as we get closer to date.

#### Precip Forecast: 9 PM CT



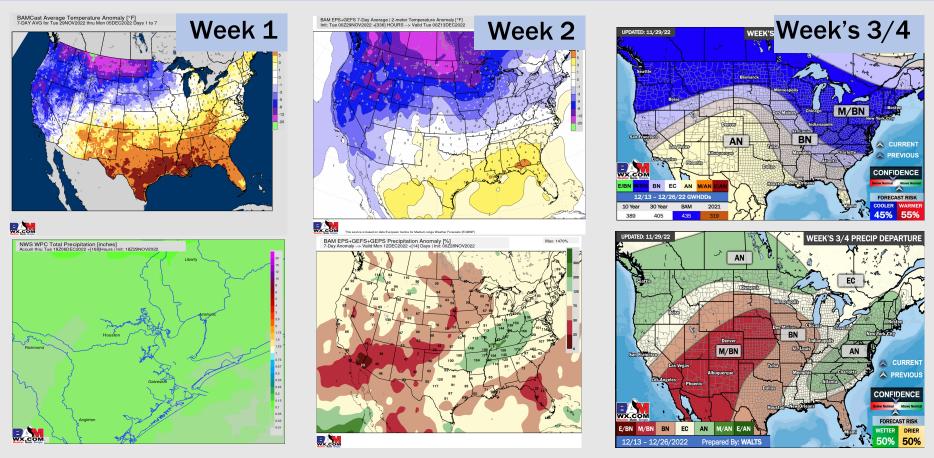




#### High Temps Friday

### Houston Pilots: 11/30/22





- After rain moves out today, very low rain chances Fri/Sat/Sun afternoons. Week 1 temperatures to be above normal.
- Week 2 is expected to be slightly above normal for temperatures and slightly below normal for rain chances into early December.
- The weeks <sup>3</sup>/<sub>4</sub> timeframe looks to feature above normal temperatures and below normal risks for precipitation.