

# Houston Pilots Forecast Package



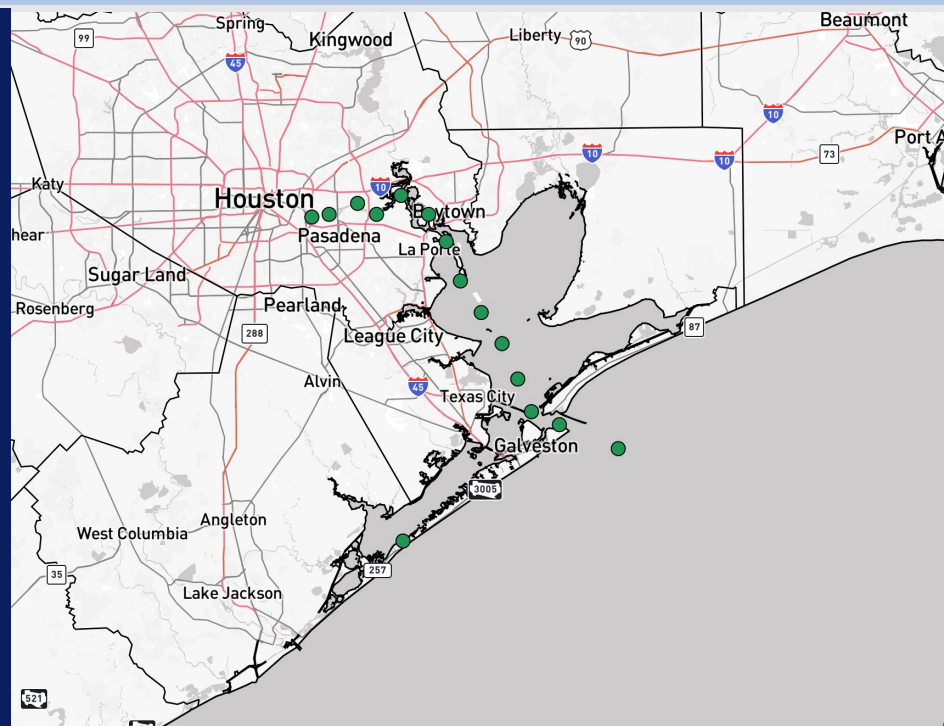
Updated: 5:35 AM CT

Friday, November 14, 2025

Forecaster: Kleitsch/Lang

## Weather Headlines

- **A low – end risk of isolated fog is possible N of Morgan's Point from 3 – 8 AM.**
- **Isolated drizzle will be possible for all Stations from 10AM – 2 PM today.**
- **Isolated fog will be possible SAT AM.**



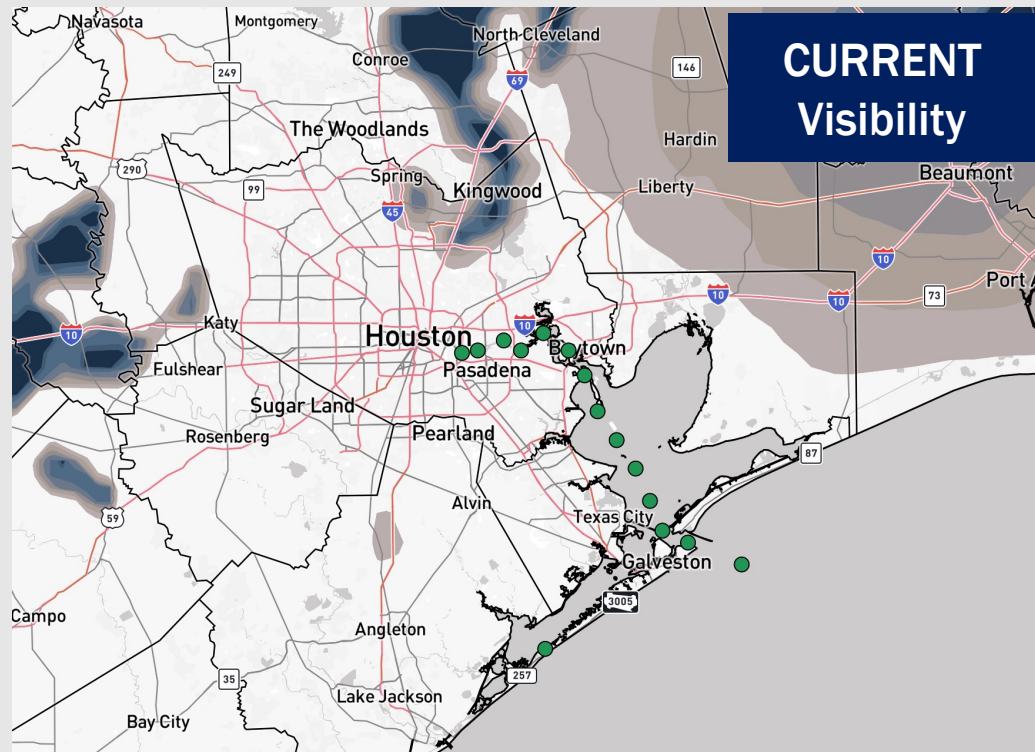
**Current Radar: 5:35 AM CT**

As always, please do not hesitate to reach out to us with any forecast questions at **(317)-560-8122**. **Press 1 for forecast questions.**



**You can also access real-time forecast updates and 24/7 meteorological chat assistance on your **Clarity** app.**

# Houston Pilots Visibility Report



A low – end risk of isolated fog is possible N of Morgan's Point through 8AM this morning.

Coverage is expected to be isolated in nature and not expected to be consistent/widespread.

Greatest threat is from 6 AM to 8 AM N of Morgan's Point.

Confidence is low in coverage; however, visibilities can be reduced to below 1 mile at times.

Threat should begin to dissipate after 8AM.

**TIMEFRAME  
DISCUSSED**

**6 AM – 8 AM FRI**

**THREAT**

**Low**

**Confidence**

**Above  
Normal**

**Below  
Normal**

# Houston Pilots Extended Range Visibility Report



## Monday 11/17/25

No fog concerns are expected Monday.

### Forecast Confidence



## Wednesday 11/19/25

No fog concerns are expected Wednesday.

### Forecast Confidence



## Tuesday 11/18/25

No fog concerns are expected Tuesday.

### Forecast Confidence



## 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

Above  
Normal

Below  
Normal

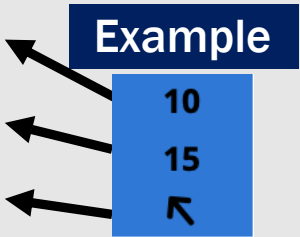
| Visibility                           | Fri<br>7 am | Fri<br>8 am | Fri<br>9 am | Fri<br>10 am | Fri<br>11 am | Fri<br>12 pm | Fri<br>1 pm | Fri<br>2 pm | Fri<br>3 pm | Fri<br>4 pm | Fri<br>5 pm | Fri<br>6 pm | Fri<br>7 pm | Fri<br>8 pm | Fri<br>9 pm | Fri<br>10 pm | Fri<br>11 pm | Sat<br>12 am | Sat<br>1 am | Sat<br>2 am | Sat<br>3 am | Sat<br>4 am | Sat<br>5 am | Sat<br>6 am |
|--------------------------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Houston Pilots N - 610 Bridge        | 1           | 10          | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 9           | 10          | 9           |
| Houston Pilots M - Kinder 1          | 1           | 9           | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 9           | 10          | 9           |
| Houston Pilots L - Greens Bayou      | 1           | 9           | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 9           | 10          | 9           |
| Houston Pilots K - Shell Crude       | 1           | 9           | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 9           | 10          | 9           |
| Houston Pilots J - Lynchburg Ferries | 1           | 9           | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 9           | 10          | 9           |
| Houston Pilots I - Exxon 3           | 1           | 9           | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 9           | 10          | 9           |
| Houston Pilots H - Morgans Point     | 1           | 10          | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 9           | 10          | 9           |
| Houston Pilots G - 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          | 9           |
| Houston Pilots F - 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          | 9           |
| Houston Pilots E - 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          | 9           |
| Houston Pilots D - 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          | 9           |
| Houston Pilots C - 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          | 9           |
| Houston Pilots B - 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          |
| Houston Pilots A - 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



Sustained Wind 10 Knots  
Gusts 15 Knots  
Wind from the SE



| Wind                                 | Fri 1 am      | Fri 2 am      | Fri 3 am      | Fri 4 am      | Fri 5 am      | Fri 6 am      | Fri 7 am      | Fri 8 am     | Fri 9 am     | Fri 10 am    | Fri 11 am    | Fri 12 pm     | Fri 1 pm      | Fri 2 pm      | Fri 3 pm      | Fri 4 pm      | Fri 5 pm      | Fri 6 pm      | Fri 7 pm      | Fri 8 pm      | Fri 9 pm      | Fri 10 pm     | Fri 11 pm     | Sat 12 am     |
|--------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Houston Pilots N - 610 Bridge        | 6<br>13<br>↗  | 6<br>10<br>↗  | 5<br>10<br>↗  | 5<br>9<br>↗   | 3<br>9<br>↗   | 3<br>8<br>↗   | 3<br>8<br>↗   | 3<br>9<br>↗  | 5<br>9<br>↗  | 6<br>10<br>↗ | 7<br>14<br>↗ | 8<br>16<br>↗  | 8<br>17<br>↗  | 9<br>18<br>↗  | 10<br>20<br>↗ | 10<br>20<br>↗ | 10<br>20<br>↗ | 10<br>20<br>↗ | 9<br>17<br>↗  | 8<br>17<br>↗  | 8<br>15<br>↗  | 7<br>14<br>↗  | 7<br>14<br>↗  | 6<br>13<br>↗  |
| Houston Pilots M - Kinder 1          | 6<br>13<br>↗  | 6<br>10<br>↗  | 5<br>10<br>↗  | 5<br>9<br>↗   | 3<br>9<br>↗   | 3<br>8<br>↗   | 3<br>8<br>↗   | 3<br>9<br>↗  | 5<br>9<br>↗  | 6<br>10<br>↗ | 7<br>14<br>↗ | 8<br>16<br>↗  | 8<br>17<br>↗  | 9<br>18<br>↗  | 10<br>20<br>↗ | 10<br>21<br>↗ | 10<br>20<br>↗ | 10<br>18<br>↗ | 9<br>17<br>↗  | 8<br>17<br>↗  | 8<br>15<br>↗  | 7<br>14<br>↗  | 7<br>13<br>↗  | 6<br>13<br>↗  |
| Houston Pilots L - Greens Bayou      | 6<br>13<br>↗  | 6<br>10<br>↗  | 5<br>10<br>↗  | 5<br>9<br>↗   | 3<br>9<br>↗   | 3<br>8<br>↗   | 3<br>8<br>↗   | 3<br>9<br>↗  | 5<br>9<br>↗  | 6<br>10<br>↗ | 7<br>14<br>↗ | 8<br>16<br>↗  | 8<br>17<br>↗  | 9<br>18<br>↗  | 10<br>20<br>↗ | 10<br>21<br>↗ | 10<br>20<br>↗ | 10<br>20<br>↗ | 9<br>17<br>↗  | 8<br>17<br>↗  | 8<br>15<br>↗  | 7<br>13<br>↗  | 6<br>13<br>↗  | 6<br>13<br>↗  |
| Houston Pilots K - Shell Crude       | 6<br>13<br>↗  | 6<br>12<br>↗  | 5<br>10<br>↗  | 5<br>9<br>↗   | 3<br>9<br>↗   | 3<br>9<br>↗   | 3<br>8<br>↗   | 3<br>9<br>↗  | 5<br>9<br>↗  | 6<br>10<br>↗ | 7<br>14<br>↗ | 8<br>16<br>↗  | 9<br>17<br>↗  | 10<br>18<br>↗ | 10<br>20<br>↗ | 10<br>21<br>↗ | 10<br>20<br>↗ | 10<br>18<br>↗ | 9<br>17<br>↗  | 8<br>17<br>↗  | 8<br>15<br>↗  | 7<br>13<br>↗  | 6<br>13<br>↗  | 6<br>13<br>↗  |
| Houston Pilots J - Lynchburg Ferries | 6<br>13<br>↗  | 5<br>10<br>↗  | 5<br>10<br>↗  | 3<br>9<br>↗   | 3<br>9<br>↗   | 3<br>8<br>↗   | 3<br>8<br>↗   | 3<br>9<br>↗  | 5<br>9<br>↗  | 6<br>10<br>↗ | 7<br>14<br>↗ | 8<br>16<br>↗  | 9<br>17<br>↗  | 10<br>18<br>↗ | 10<br>20<br>↗ | 12<br>21<br>↗ | 10<br>20<br>↗ | 10<br>20<br>↗ | 9<br>17<br>↗  | 8<br>17<br>↗  | 7<br>15<br>↗  | 6<br>14<br>↗  | 6<br>13<br>↗  | 6<br>12<br>↗  |
| Houston Pilots I - Exxon 3           | 10<br>15<br>↗ | 10<br>14<br>↗ | 9<br>13<br>↗  | 8<br>12<br>↗  | 8<br>12<br>↗  | 7<br>12<br>↗  | 7<br>10<br>↗  | 7<br>10<br>↗ | 7<br>10<br>↗ | 8<br>12<br>↗ | 9<br>15<br>↗ | 10<br>16<br>↗ | 10<br>17<br>↗ | 13<br>20<br>↗ | 13<br>21<br>↗ | 14<br>21<br>↗ | 14<br>21<br>↗ | 13<br>20<br>↗ | 13<br>18<br>↗ | 13<br>17<br>↗ | 12<br>17<br>↗ | 12<br>16<br>↗ | 10<br>15<br>↗ | 10<br>15<br>↗ |
| Houston Pilots H - Morgans Point     | 10<br>15<br>↗ | 9<br>14<br>↗  | 8<br>13<br>↗  | 8<br>12<br>↗  | 8<br>12<br>↗  | 7<br>12<br>↗  | 7<br>10<br>↗  | 7<br>12<br>↗ | 7<br>10<br>↗ | 8<br>12<br>↗ | 8<br>15<br>↗ | 10<br>16<br>↗ | 10<br>17<br>↗ | 12<br>20<br>↗ | 13<br>21<br>↗ | 13<br>21<br>↗ | 13<br>20<br>↗ | 13<br>20<br>↗ | 13<br>17<br>↗ | 12<br>17<br>↗ | 12<br>16<br>↗ | 10<br>15<br>↗ | 10<br>15<br>↗ | 10<br>15<br>↗ |
| Houston Pilots G - 75/76             | 12<br>16<br>↗ | 10<br>16<br>↗ | 10<br>15<br>↗ | 10<br>14<br>↗ | 9<br>13<br>↗  | 8<br>13<br>↗  | 8<br>13<br>↗  | 8<br>13<br>↗ | 8<br>13<br>↗ | 8<br>14<br>↗ | 9<br>15<br>↗ | 10<br>17<br>↗ | 10<br>18<br>↗ | 12<br>20<br>↗ | 13<br>21<br>↗ | 13<br>21<br>↗ | 13<br>20<br>↗ | 13<br>20<br>↗ | 13<br>17<br>↗ | 13<br>17<br>↗ | 13<br>17<br>↗ | 12<br>16<br>↗ | 12<br>16<br>↗ | 10<br>16<br>↗ |
| Houston Pilots F - 63/64             | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>15<br>↗ | 10<br>14<br>↗ | 9<br>14<br>↗  | 8<br>13<br>↗  | 8<br>13<br>↗  | 8<br>13<br>↗ | 8<br>13<br>↗ | 8<br>14<br>↗ | 9<br>15<br>↗ | 10<br>17<br>↗ | 10<br>17<br>↗ | 12<br>20<br>↗ | 12<br>20<br>↗ | 13<br>21<br>↗ | 13<br>20<br>↗ | 13<br>18<br>↗ | 12<br>17<br>↗ | 12<br>17<br>↗ | 12<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ |
| Houston Pilots E - 51/52             | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>15<br>↗ | 10<br>14<br>↗ | 9<br>14<br>↗  | 8<br>13<br>↗  | 8<br>13<br>↗  | 8<br>13<br>↗ | 8<br>13<br>↗ | 8<br>14<br>↗ | 9<br>15<br>↗ | 10<br>16<br>↗ | 10<br>17<br>↗ | 10<br>18<br>↗ | 12<br>18<br>↗ | 12<br>18<br>↗ | 12<br>18<br>↗ | 12<br>17<br>↗ | 10<br>17<br>↗ | 10<br>17<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ |
| Houston Pilots D - 37/38             | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>15<br>↗ | 10<br>15<br>↗ | 9<br>14<br>↗  | 9<br>13<br>↗  | 8<br>13<br>↗  | 8<br>13<br>↗ | 8<br>14<br>↗ | 8<br>14<br>↗ | 9<br>15<br>↗ | 10<br>16<br>↗ | 10<br>17<br>↗ | 10<br>17<br>↗ | 10<br>18<br>↗ | 10<br>18<br>↗ | 12<br>18<br>↗ | 10<br>17<br>↗ | 10<br>17<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ |
| Houston Pilots C - 25/26             | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>15<br>↗ | 10<br>15<br>↗ | 9<br>14<br>↗  | 9<br>13<br>↗  | 8<br>13<br>↗  | 8<br>13<br>↗ | 8<br>14<br>↗ | 8<br>14<br>↗ | 9<br>15<br>↗ | 9<br>16<br>↗  | 10<br>17<br>↗ | 10<br>17<br>↗ | 10<br>17<br>↗ | 10<br>17<br>↗ | 10<br>17<br>↗ | 10<br>17<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>15<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ |
| Houston Pilots B - 11/12             | 9<br>16<br>↗  | 9<br>15<br>↗  | 9<br>15<br>↗  | 8<br>14<br>↗  | 8<br>14<br>↗  | 8<br>13<br>↗  | 8<br>13<br>↗  | 8<br>13<br>↗ | 8<br>13<br>↗ | 8<br>14<br>↗ | 8<br>15<br>↗ | 9<br>16<br>↗  | 9<br>16<br>↗  | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 9<br>16<br>↗  | 9<br>16<br>↗  | 9<br>16<br>↗  | 9<br>15<br>↗  | 9<br>15<br>↗  | 9<br>15<br>↗  | 9<br>15<br>↗  |
| Houston Pilots A - 1 & 2 Bravo       | 12<br>17<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>15<br>↗ | 10<br>14<br>↗ | 10<br>14<br>↗ | 9<br>14<br>↗ | 9<br>15<br>↗ | 9<br>15<br>↗ | 9<br>15<br>↗ | 9<br>16<br>↗  | 9<br>16<br>↗  | 9<br>16<br>↗  | 9<br>15<br>↗  | 9<br>16<br>↗  | 9<br>16<br>↗  | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ | 10<br>16<br>↗ |

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# Houston Pilots: FRI. 11/14/2025

## Forecast Discussion

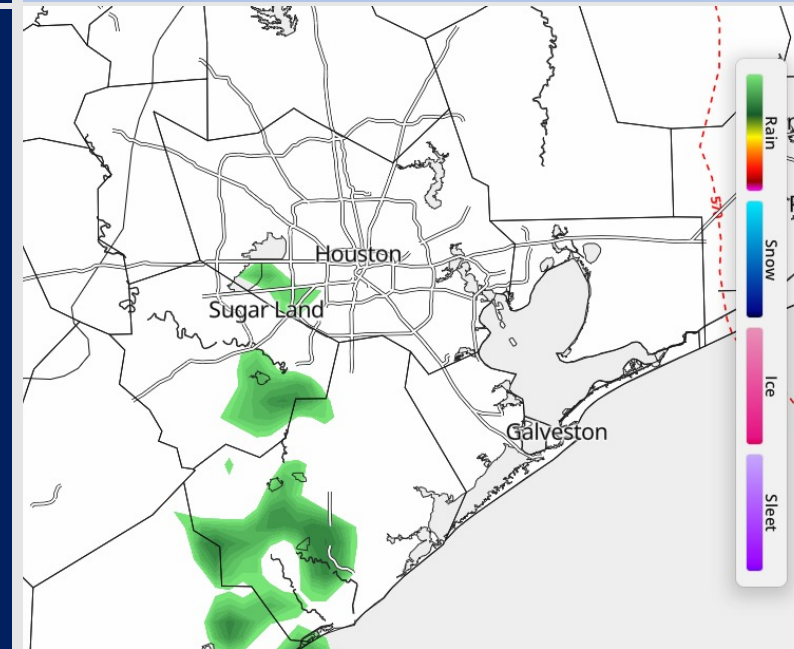
**Precip:** Isolated drizzle will be possible from 10 AM – 2PM, however most coverage is expected to remain W of all Stations.

**Wind:** Winds will be out of the SE Friday. **N of Morgan's Point:** Winds will be at 3 – 7 kts, increasing to 7 - 11 kts from 10AM to 7PM. **S of Morgan's Point:** Winds will be at 6 – 11 kts.

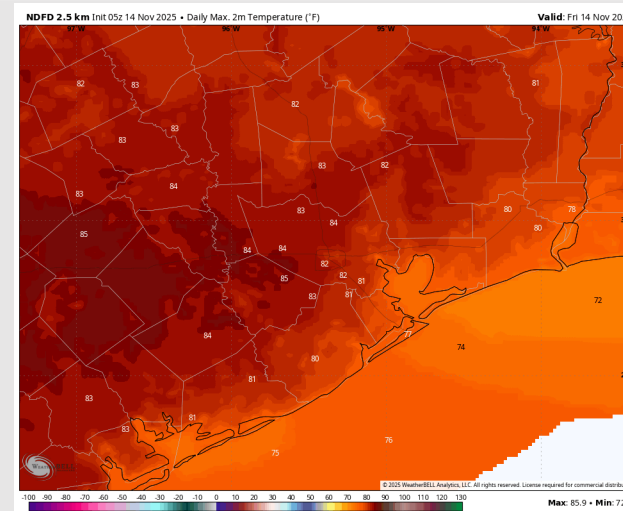
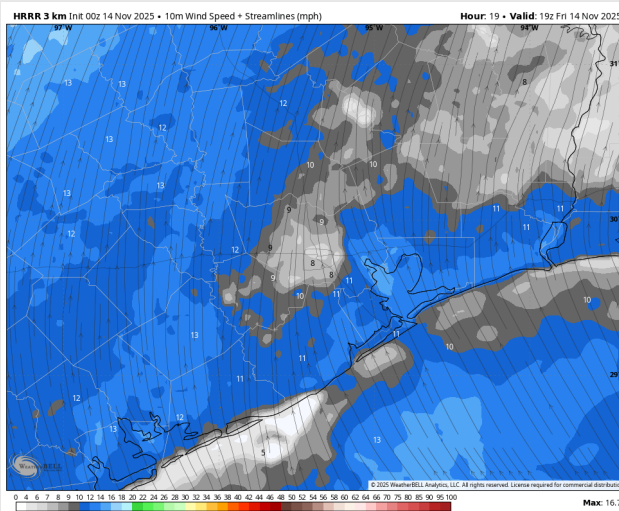
**High Temps:** **N of Morgan's Point:** Low 80s F. **S of Morgan's Point:** Upper 70s F.

**Visibility:** A low-end risk of isolated fog is favored between 3AM – 8AM for stations N of Morgan's Point Friday.

## Precip Image: 12 PM CST



**Wind Speed:**  
1 PM CST



**High Temps**  
Friday

# Houston Pilots: SAT. 11/15/2025

## Forecast Discussion

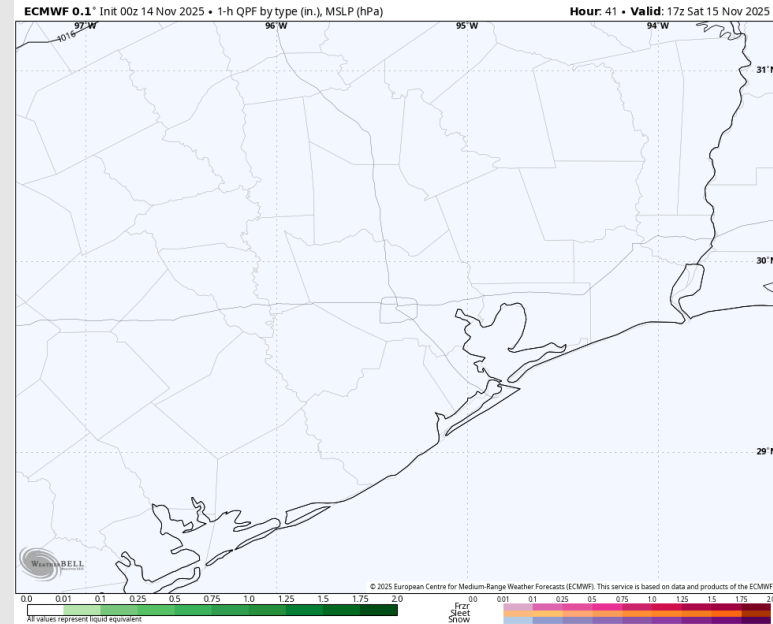
**Precip:** Favoring dry conditions throughout the day.

**Wind:** Wind will be out of the S/SE. **N of Morgan's Point:** Winds will be at 3 – 8 kts. **S of Morgan's Point:** Winds will be at 4 – 9 kts.

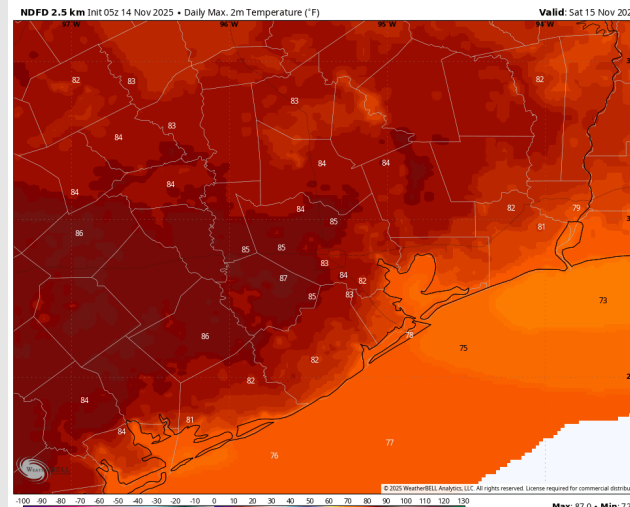
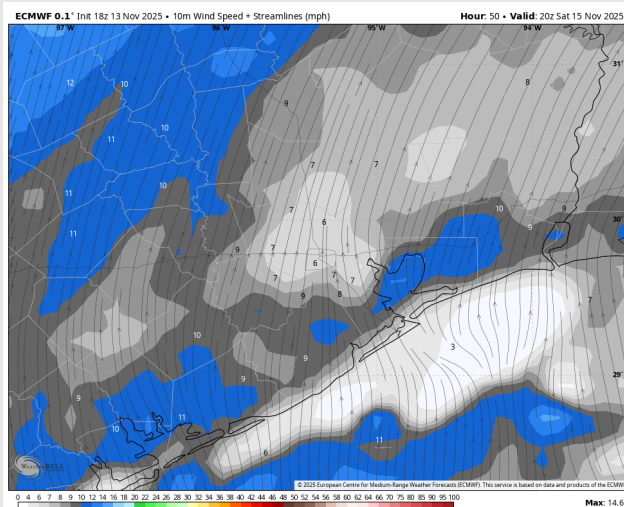
**High Temps:** **N of Morgan's Point:** Low 80s F. **S of Morgan's Point:** High 70s F.

**Visibility:** Isolated fog will be possible from 3AM to 8AM N. of Morgan's Point.

## Precip Image: 11 AM CT



Wind Speed:  
2 PM CT



High Temps  
Saturday

# Houston Pilots: SUN. 11/16/2025

## Forecast Discussion

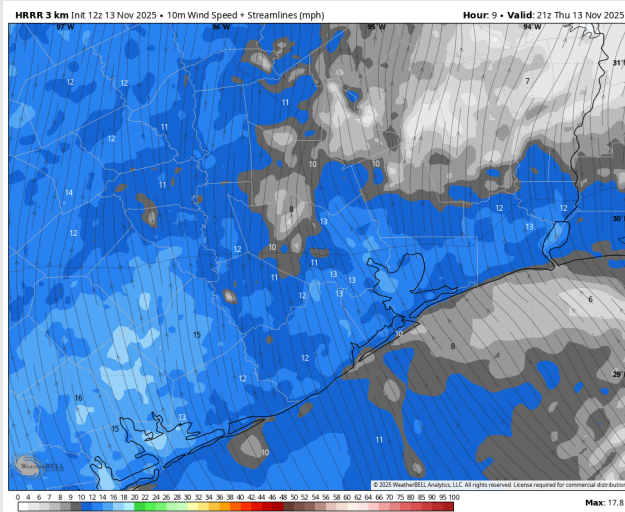
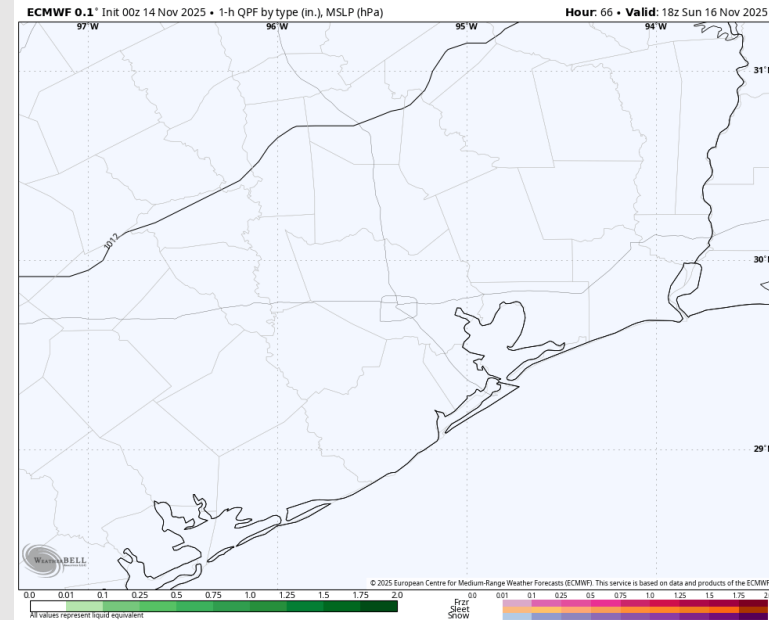
**Precip:** Favoring dry conditions.

**Wind:** Winds will be out of the S/SW throughout the day. **N of Morgan's Point:** Winds will be at 3 – 8 kts. **S of Morgan's Point:** Winds will be at 5 – 10 kts.

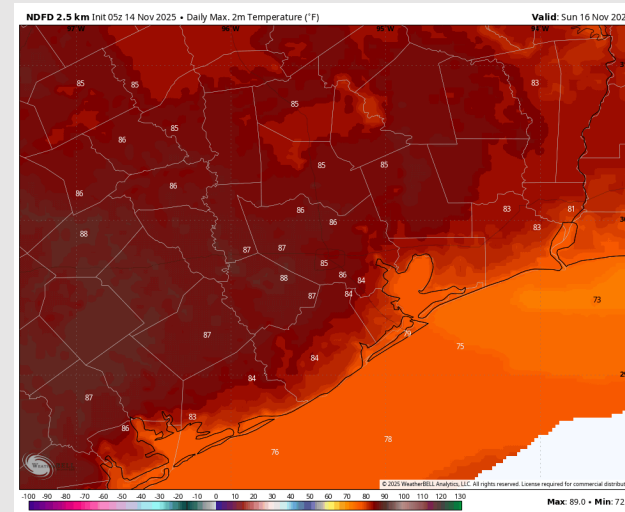
**High Temps:** **N of Morgan's Point:** Mid 80s F. **S of Morgan's Point:** Upper 70s F.

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

## Precip Image: 12 PM CST



Wind Speed:  
3 PM CST

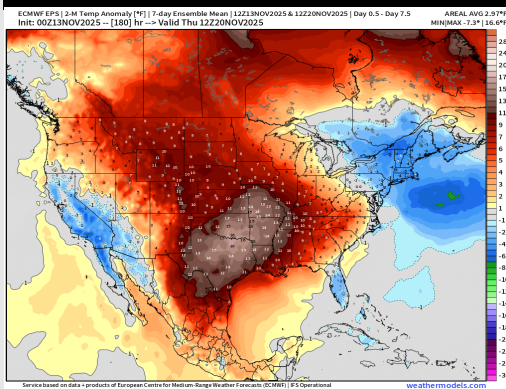


High Temps  
Sunday

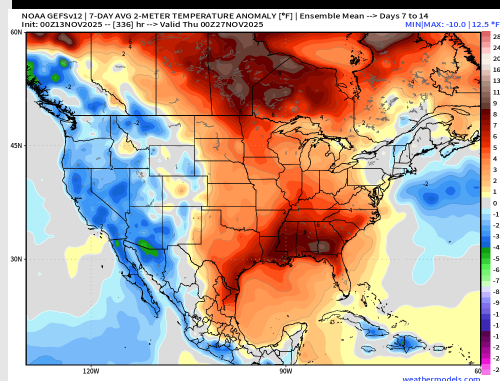


# Houston Pilots: 11/13/25

## Next 7 Day Temperature Departure

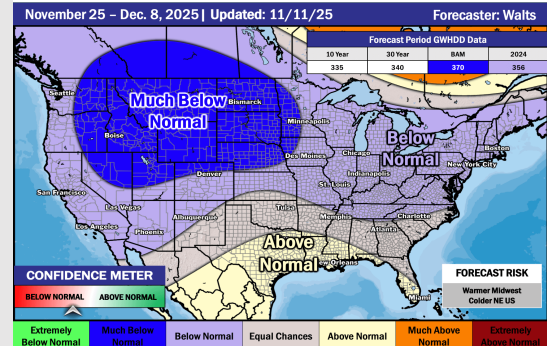


## 8-14 Day Temperature Departure

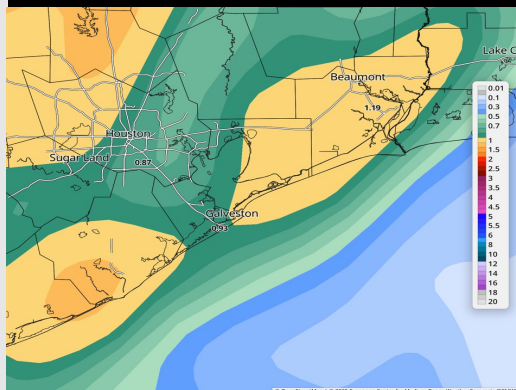


## 15-30 Day Temperature Departure

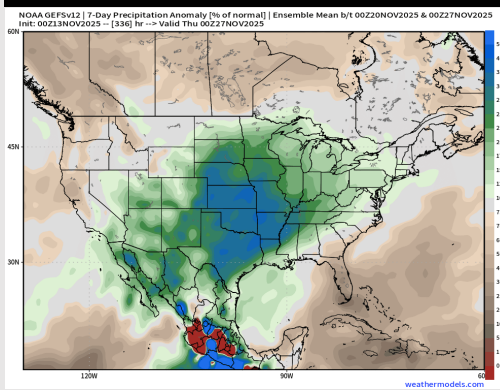
### Week ¾ Temperature Outlook



## Next 7 Day Total Precipitation

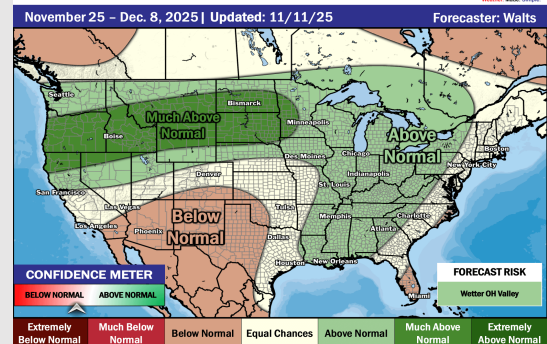


## 8-14 Day % of Average Precip.



## 15-30 Day % of Average Precip.

### Week ¾ Precipitation Outlook



- Above normal temperatures are favored throughout the week. Favoring mainly dry conditions through MON with isolated rain chances early next week.
- Above normal temperatures and well above normal precip is expected in the day 8-14 timeframe.
- Above normal temperatures are favored for late November/early December with near normal precip chances.