

# Houston Pilots Forecast Package



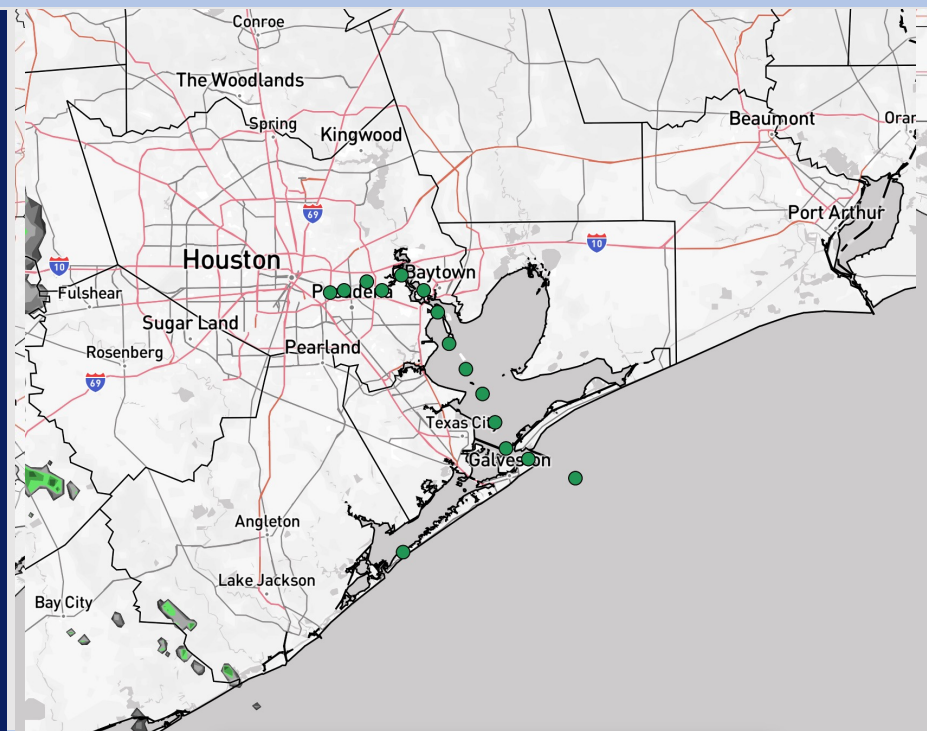
Updated: 1:50 PM CT

Sunday, November 23, 2025

Forecaster: Sam Lang

## Weather Headlines

- Dry conditions favored for the remainder of the day.
- **Scattered storms are in play Monday through Tuesday AM. Gusts to 35 kts and small hail would be hazards.**
- There is a low-end risk of isolated fog N. of Morgan's Point TUES AM.



Current Radar: 1:48 PM 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 Extended Range Visibility Report



**Wednesday 11/26/25**

No fog is favored Wednesday.

### Forecast Confidence



**Friday 11/28/25**

No fog is favored Friday.

### Forecast Confidence



**Thursday 11/27/25**

No fog is favored Thursday.

### Forecast Confidence



### Chance for Fog

|              |          |
|--------------|----------|
| Wednesday AM | Unlikely |
| Wednesday PM | Unlikely |
| Thursday AM  | Unlikely |
| Thursday PM  | Unlikely |
| Friday AM    | Unlikely |
| Friday PM    | Unlikely |

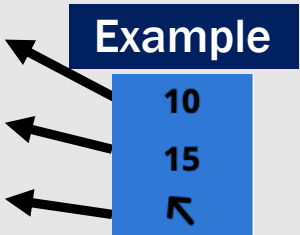
# Houston Pilots Visibility Chart (miles)



| Visibility                           | Sun 3 pm | Sun 4 pm | Sun 5 pm | Sun 6 pm | Sun 7 pm | Sun 8 pm | Sun 9 pm | Sun 10 pm | Sun 11 pm | Mon 12 am | Mon 1 am | Mon 2 am | Mon 3 am | Mon 4 am | Mon 5 am | Mon 6 am | Mon 7 am | Mon 8 am | Mon 9 am | Mon 10 am | Mon 11 am | Mon 12 pm | Mon 1 pm | Mon 2 pm |
|--------------------------------------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|----------|----------|
| Houston Pilots N - 610 Bridge        | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 10        | 10        | 10        | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 9        | 10       | 10        | 10        | 10        | 10       | 10       |
| Houston Pilots M - Kinder 1          | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 10        | 10        | 10        | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 9        | 10       | 10        | 10        | 10        | 10       | 10       |
| Houston Pilots L - Greens Bayou      | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 10        | 10        | 10        | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 9        | 9        | 10        | 10        | 10        | 10       | 10       |
| Houston Pilots K - Shell Crude       | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 10        | 10        | 10        | 10       | 10       | 10       | 10       | 10       | 9        | 10       | 7.9      | 9        | 10        | 10        | 10        | 10       | 10       |
| Houston Pilots J - Lynchburg Ferries | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 10        | 10        | 10        | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 9        | 9        | 10        | 10        | 10        | 10       | 10       |
| Houston Pilots I - Exxon 3           | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 10        | 10        | 10        | 10       | 10       | 10       | 10       | 10       | 9        | 10       | 7.9      | 9        | 10        | 10        | 10        | 10       | 10       |
| Houston Pilots H - Morgans Point     | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 10        | 10        | 10        | 10       | 10       | 10       | 9        | 10       | 9        | 9        | 7.9      | 9        | 10        | 10        | 10        | 10       | 10       |
| Houston Pilots G - 75/76             | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 10        | 10        | 10        | 10       | 10       | 10       | 9        | 10       | 9        | 10       | 10       | 9        | 10        | 10        | 10        | 10       | 10       |
| Houston Pilots F - 63/64             | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 10        | 10        | 10        | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 10       | 9        | 10        | 10        | 10        | 10       | 10       |
| 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       | 9        |
| 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       | 8        |

**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



| Wind                                 | Sun 3 pm      | Sun 4 pm      | Sun 5 pm      | Sun 6 pm      | Sun 7 pm      | Sun 8 pm      | Sun 9 pm      | Sun 10 pm     | Sun 11 pm     | Mon 12 am     | Mon 1 am      | Mon 2 am      | Mon 3 am      | Mon 4 am      | Mon 5 am      | Mon 6 am      | Mon 7 am      | Mon 8 am      | Mon 9 am      | Mon 10 am     | Mon 11 am     | Mon 12 pm     | Mon 1 pm      | Mon 2 pm      |
|--------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Houston Pilots N - 610 Bridge        | 6<br>13<br>↖  | 7<br>14<br>↖  | 7<br>14<br>↖  | 7<br>14<br>↖  | 6<br>13<br>↖  | 6<br>12<br>↖  | 6<br>12<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 7<br>13<br>↖  | 7<br>14<br>↖  | 7<br>13<br>↖  | 7<br>13<br>↖  | 8<br>15<br>↖  | 8<br>16<br>↗  | 10<br>17<br>↗ | 12<br>21<br>↗ | 13<br>23<br>↗ | 13<br>24<br>↗ | 13<br>25<br>↗ |
| Houston Pilots M - Kinder 1          | 6<br>13<br>↖  | 7<br>14<br>↖  | 7<br>14<br>↖  | 7<br>14<br>↖  | 6<br>13<br>↖  | 6<br>12<br>↖  | 6<br>12<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 7<br>14<br>↖  | 7<br>14<br>↖  | 7<br>14<br>↖  | 7<br>13<br>↖  | 8<br>15<br>↖  | 8<br>16<br>↗  | 10<br>17<br>↗ | 12<br>21<br>↗ | 13<br>22<br>↗ | 13<br>24<br>↗ | 13<br>25<br>↗ |
| Houston Pilots L - Greens Bayou      | 6<br>13<br>↖  | 6<br>13<br>↖  | 7<br>13<br>↖  | 7<br>13<br>↖  | 6<br>13<br>↖  | 6<br>12<br>↖  | 6<br>12<br>↖  | 6<br>12<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 7<br>14<br>↖  | 7<br>14<br>↖  | 7<br>14<br>↖  | 7<br>14<br>↖  | 8<br>16<br>↖  | 8<br>16<br>↗  | 10<br>18<br>↗ | 12<br>21<br>↗ | 13<br>22<br>↗ | 13<br>24<br>↗ | 13<br>25<br>↗ |
| Houston Pilots K - Shell Crude       | 6<br>13<br>↖  | 7<br>13<br>↖  | 7<br>13<br>↖  | 7<br>13<br>↖  | 6<br>13<br>↖  | 6<br>12<br>↖  | 6<br>12<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>14<br>↖  | 6<br>14<br>↖  | 7<br>14<br>↖  | 7<br>14<br>↖  | 7<br>14<br>↖  | 7<br>14<br>↖  | 8<br>16<br>↖  | 8<br>16<br>↗  | 10<br>18<br>↗ | 12<br>20<br>↗ | 13<br>22<br>↗ | 13<br>24<br>↗ | 13<br>25<br>↗ |
| Houston Pilots J - Lynchburg Ferries | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>12<br>↖  | 6<br>12<br>↖  | 6<br>13<br>↖  | 6<br>10<br>↖  | 6<br>10<br>↖  | 6<br>12<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>13<br>↖  | 6<br>14<br>↖  | 6<br>14<br>↖  | 6<br>14<br>↖  | 7<br>14<br>↖  | 8<br>16<br>↖  | 8<br>16<br>↗  | 9<br>18<br>↗  | 10<br>20<br>↗ | 13<br>22<br>↗ | 13<br>23<br>↗ | 14<br>24<br>↗ |
| Houston Pilots I - Exxon 3           | 8<br>13<br>↖  | 8<br>14<br>↖  | 8<br>14<br>↖  | 8<br>14<br>↖  | 9<br>13<br>↖  | 9<br>14<br>↖  | 9<br>14<br>↖  | 9<br>15<br>↖  | 10<br>15<br>↖ | 10<br>15<br>↖ | 10<br>15<br>↖ | 10<br>15<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 12<br>16<br>↖ | 12<br>16<br>↖ | 10<br>16<br>↖ | 12<br>16<br>↖ | 12<br>17<br>↖ | 12<br>18<br>↗ | 13<br>20<br>↗ | 14<br>22<br>↗ | 14<br>23<br>↗ | 15<br>24<br>↗ |
| Houston Pilots H - Morgans Point     | 8<br>14<br>↖  | 8<br>15<br>↖  | 9<br>14<br>↖  | 9<br>14<br>↖  | 9<br>13<br>↖  | 9<br>14<br>↖  | 9<br>14<br>↖  | 10<br>15<br>↖ | 10<br>15<br>↖ | 10<br>15<br>↖ | 10<br>15<br>↖ | 10<br>15<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 12<br>17<br>↖ | 12<br>17<br>↖ | 12<br>18<br>↗ | 13<br>20<br>↗ | 13<br>22<br>↗ | 14<br>23<br>↗ | 15<br>24<br>↗ |
| Houston Pilots G - 75/76             | 8<br>14<br>↖  | 8<br>15<br>↖  | 9<br>15<br>↖  | 10<br>15<br>↖ | 10<br>15<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 12<br>16<br>↖ | 12<br>16<br>↖ | 12<br>16<br>↖ | 13<br>17<br>↖ | 13<br>18<br>↖ | 13<br>18<br>↖ | 13<br>18<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ | 14<br>20<br>↖ | 14<br>21<br>↖ | 14<br>22<br>↖ | 15<br>23<br>↖ | 15<br>25<br>↖ | 15<br>25<br>↖ |
| Houston Pilots F - 63/64             | 8<br>14<br>↖  | 8<br>15<br>↖  | 9<br>15<br>↖  | 10<br>15<br>↖ | 10<br>15<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 12<br>16<br>↖ | 12<br>16<br>↖ | 12<br>17<br>↖ | 13<br>17<br>↖ | 13<br>18<br>↖ | 13<br>18<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ | 14<br>20<br>↖ | 14<br>20<br>↖ | 14<br>21<br>↖ | 14<br>22<br>↖ | 14<br>23<br>↖ | 14<br>23<br>↖ | 15<br>24<br>↖ |
| Houston Pilots E - 51/52             | 8<br>15<br>↖  | 9<br>15<br>↖  | 9<br>16<br>↖  | 10<br>15<br>↖ | 10<br>15<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 12<br>16<br>↖ | 12<br>16<br>↖ | 12<br>17<br>↖ | 12<br>17<br>↖ | 13<br>17<br>↖ | 13<br>18<br>↖ | 13<br>18<br>↖ | 13<br>18<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ | 14<br>20<br>↖ | 14<br>20<br>↖ | 14<br>21<br>↖ | 14<br>22<br>↖ | 14<br>22<br>↖ | 14<br>22<br>↖ | 15<br>23<br>↖ |
| Houston Pilots D - 37/38             | 9<br>15<br>↖  | 9<br>16<br>↖  | 10<br>16<br>↖ | 10<br>16<br>↖ | 10<br>15<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 12<br>16<br>↖ | 12<br>16<br>↖ | 12<br>17<br>↖ | 12<br>17<br>↖ | 13<br>17<br>↖ | 13<br>18<br>↖ | 13<br>18<br>↖ | 13<br>18<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ | 14<br>20<br>↖ | 14<br>20<br>↖ | 14<br>21<br>↖ | 13<br>21<br>↖ | 13<br>22<br>↖ | 13<br>22<br>↖ | 14<br>23<br>↖ |
| Houston Pilots C - 25/26             | 9<br>15<br>↖  | 9<br>16<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>↖ | 10<br>16<br>↖ | 12<br>16<br>↖ | 12<br>16<br>↖ | 12<br>17<br>↖ | 13<br>17<br>↖ | 13<br>18<br>↖ | 13<br>18<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ | 13<br>21<br>↖ | 13<br>20<br>↖ | 13<br>21<br>↖ | 13<br>21<br>↖ | 14<br>22<br>↖ |
| Houston Pilots B - 11/12             | 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>16<br>↖  | 10<br>15<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 10<br>17<br>↖ | 10<br>17<br>↖ | 12<br>17<br>↖ | 12<br>18<br>↖ | 13<br>18<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ |
| Houston Pilots A - 1 & 2 Bravo       | 10<br>16<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 10<br>16<br>↖ | 12<br>17<br>↖ | 12<br>16<br>↖ | 12<br>17<br>↖ | 13<br>17<br>↖ | 13<br>17<br>↖ | 13<br>18<br>↖ | 13<br>18<br>↖ | 13<br>18<br>↖ | 14<br>20<br>↖ | 14<br>20<br>↖ | 14<br>20<br>↖ | 14<br>20<br>↖ | 14<br>20<br>↖ | 13<br>21<br>↖ | 13<br>21<br>↖ | 13<br>21<br>↖ | 13<br>20<br>↖ | 13<br>20<br>↖ |

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# Houston Pilots: SUN. 11/23/2025

## Forecast Discussion

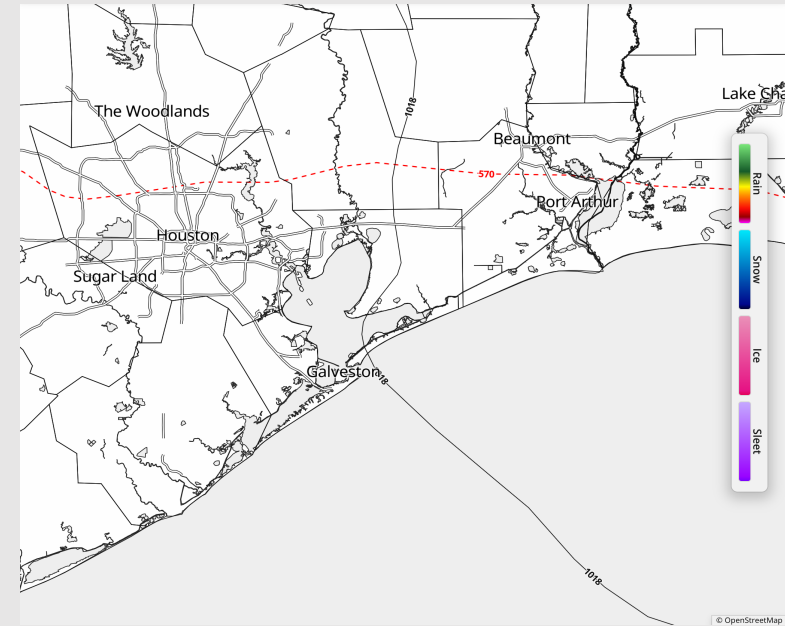
**Precip:** Dry conditions favored for the remainder of the day.

**Wind:** Winds out of the E/SE. **N of Morgan's Point:** Winds of 3 – 7 kt. **S of Morgan's Point:** Winds of 8 – 13 kts.

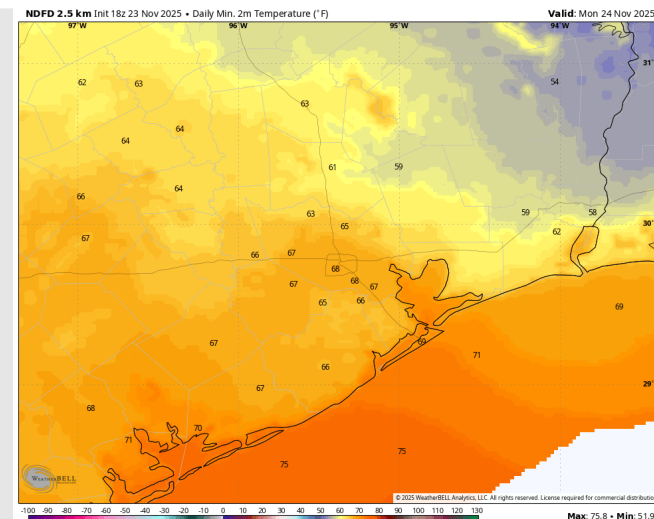
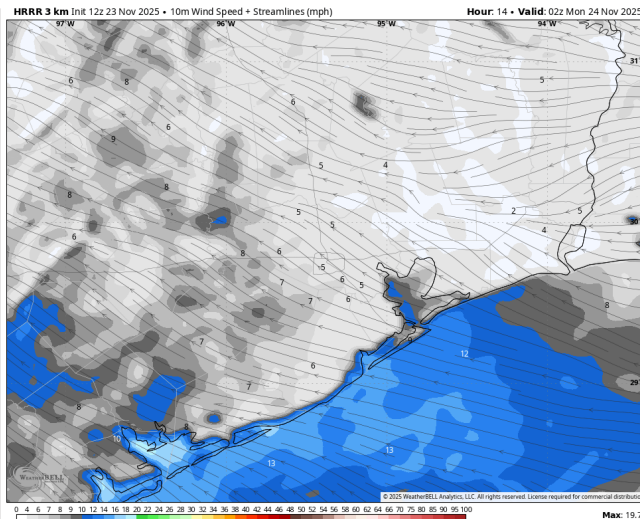
**High Temps:** **N of Morgan's Point:** Upper 60s F. **S of Morgan's Point:** Low 70s F.

**Visibility:** No visibility concerns.

## Precip Image: 7 PM CT



**Wind Speed:**  
8 PM CT



**Low Temps**  
**MON AM**

# Houston Pilots: MON. 11/24/2025

## Forecast Discussion

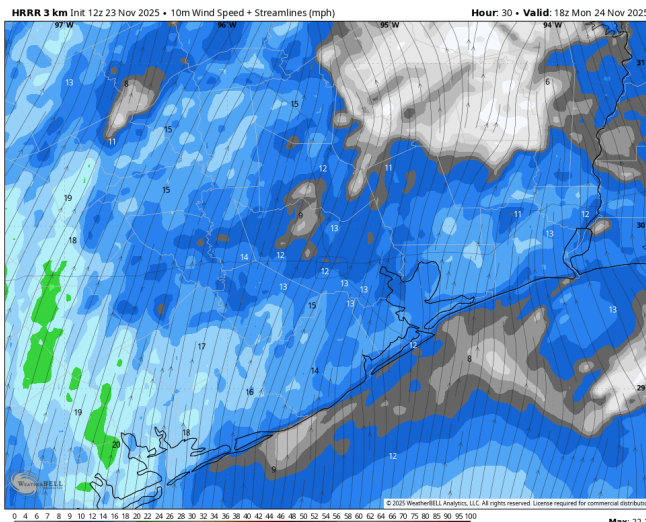
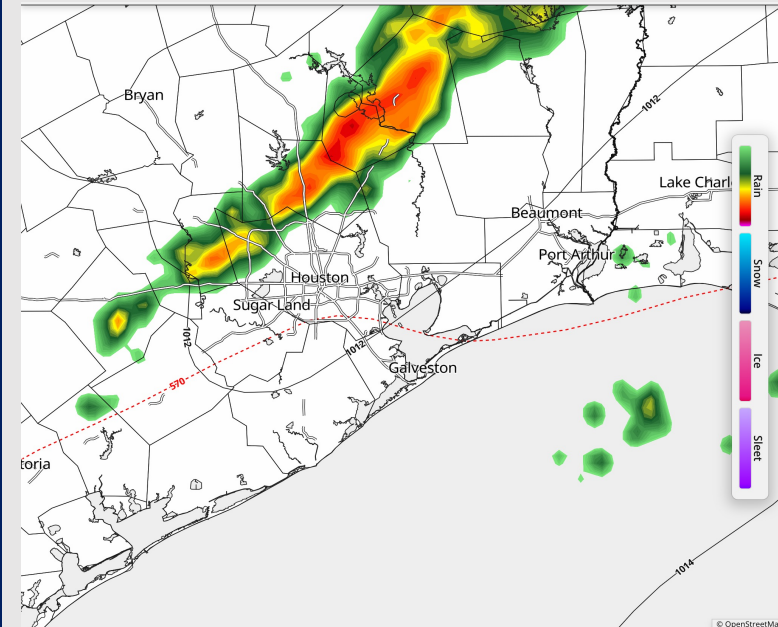
**Precip:** Scattered storms in play from 2 – 11 AM. Dry time will dominate. Another round of scattered storms from 9PM MON – 4AM TUES. **Lightning, small hail, and wind gusts of 35 + kts will be probable hazards during both time frames, with the greatest risk after 9PM.**

**Wind:** Winds out of the SE through 9 AM, then out of the S for the remainder of the day. **N of Morgan's Point:** Winds of 6 - 9 kts through 9 AM, increasing to 10 – 15 kts thereafter. **S of Morgan's Point:** Winds of 5 – 10 kts through 9 AM, increasing to 8 – 13 kts thereafter. **Gusts of 20 – 25 kts for all Stations after 5 AM.**

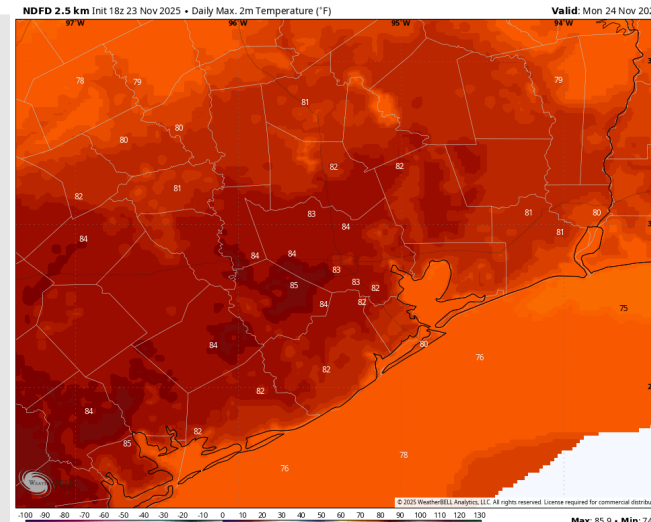
**High Temps:** **N of Morgan's Point:** Low 80s F. **S of Morgan's Point:** Upper 70s F.

**Visibility:** No fog concerns, however, visibilities may be briefly reduced under heavier downpours.

## Precip Image: 9 PM CT



Wind Speed:  
12 PM CT



High Temps  
MON

# Houston Pilots: TUE. 11/25/2025

## Forecast Discussion

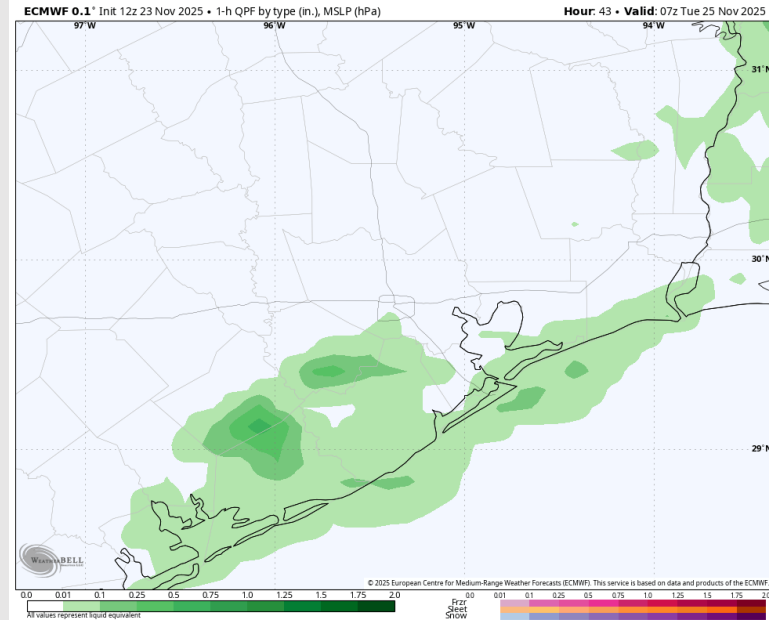
**Precip:** Scattered storms through 4AM. Hazards of 35 kt winds, lightning, and isolated small hail pellets will be in play.

**Wind:** Winds out of the WSW through 6 AM, shifting out of the NNW for the remainder of the day. **N of Morgan's Point:** Winds of 4–9 kts. **S of Morgan's Point:** Winds of 11–16 kts through 7 AM falling to 5–10 kts until 9 PM, increasing to 10–15 kts thereafter. **Gusts of 16–21 kts S of Morgan's Point after 8 PM.**

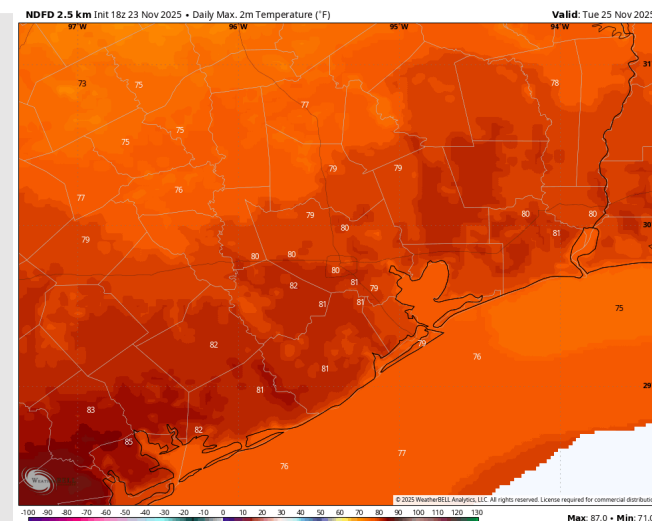
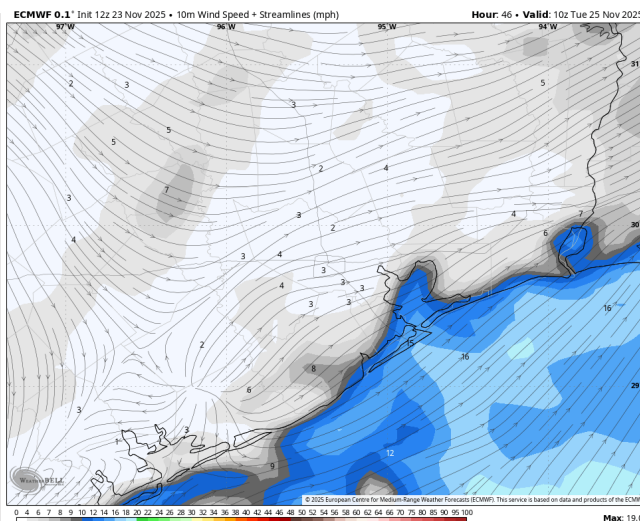
**High Temps:** **N of Morgan's Point:** Upper 70s F. **S of Morgan's Point:** Mid 70s F.

**Visibility:** Isolated fog is possible N. of Morgan's Point from 4–9 AM.

## Precip Image: 1 AM CT



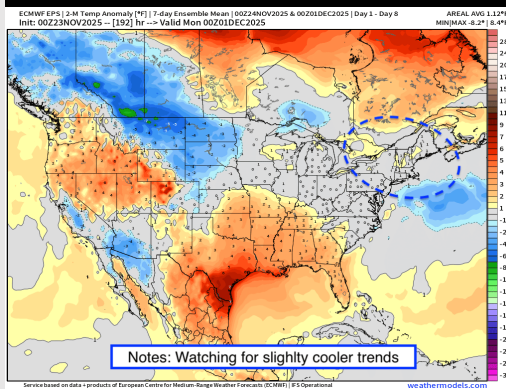
**Wind Speed:**  
4 AM CT



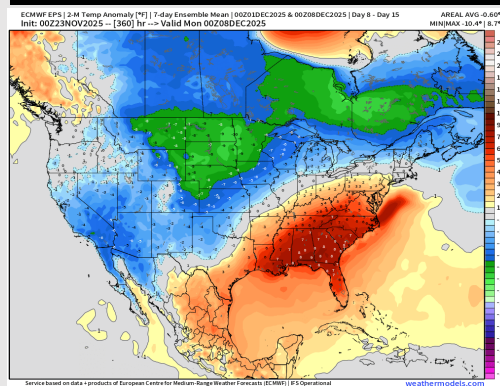
**High Temps**  
**TUES**

# Houston Pilots: 11/22/25

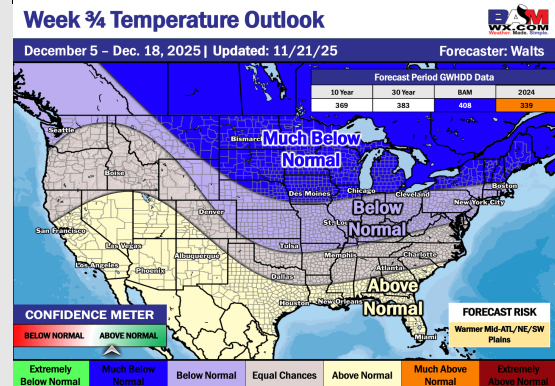
## Next 7 Day Temperature Departure



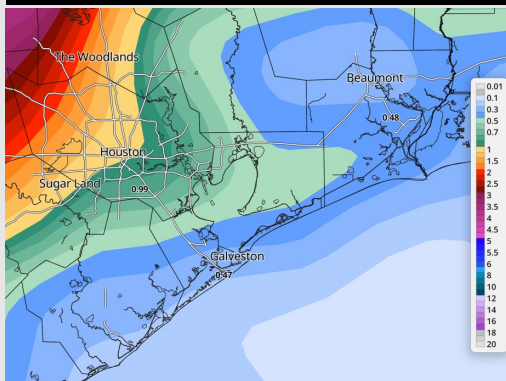
## 8-14 Day Temperature Departure



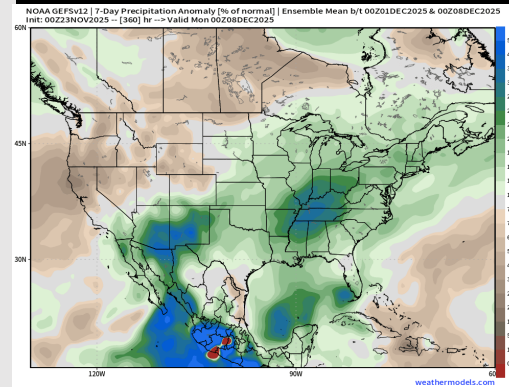
## 15-30 Day Temperature Departure



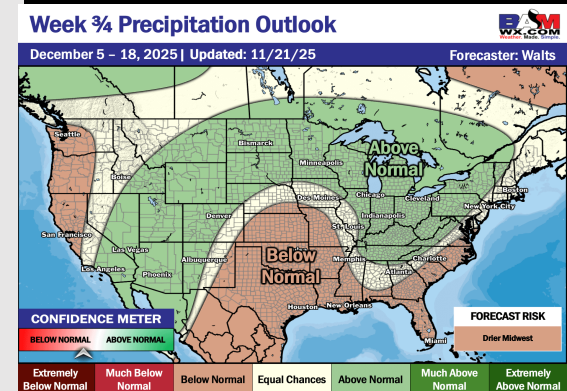
## Next 7 Day Total Precipitation



## 8-14 Day % of Average Precip.



## 15-30 Day % of Average Precip.



- Above normal temperatures are favored for the next 7 days, Week 2, and in the extended outlook.
- Heaviest rains are anticipated Monday into Tuesday, with above normal rainfall in Week 2, and below-average rainfall in Weeks 3-4.