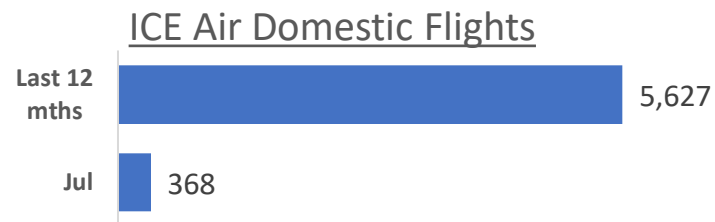
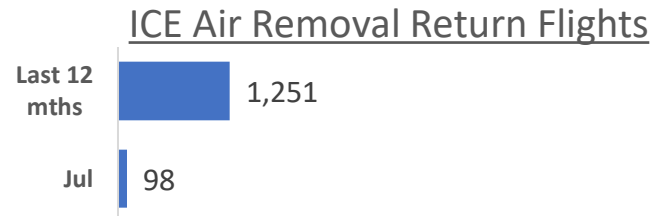
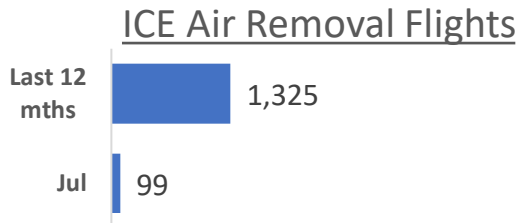
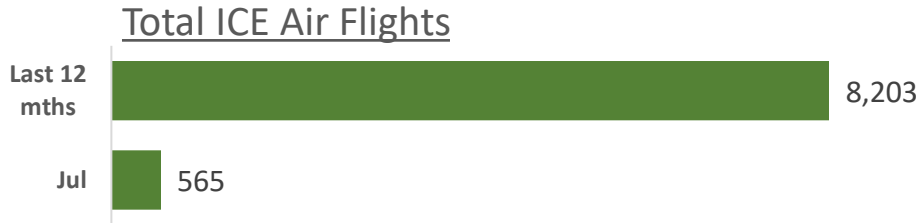


ICE Air Flights

July 2023 and Last 12 Months (including summaries for 2020,2021,2022)



- August 7, 2023
Thomas H Cartwright



Questions and comments about this report can be directed to: Thomas Cartwright (author)

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Follow on twitter at [@thcartwright](https://twitter.com/thcartwright)

Thomas Cartwright: MS Financial Theory, University of Illinois. Retired EVP JPMorgan (38 years) with focus in management, strategic planning and analysis and financial management. For 4 years post retirement Tom performed strategic consulting assignments for Financial Industry leading clients. In retirement, Tom has dedicated his time to world refugee advocacy in the field and in Washington D.C. His work includes hands-on volunteering in refugee camps in Greece, Poland, and our Southwest Border.

S.C. : Senior Research Analyst: BS Sociology, University of Chicago. 25 years of experience in strategic and business analytics at a Fortune Top 50 Company.

Witness at the Border, an all-volunteer organization, shines a light on the cruelty and inhumanity of current immigration policy; we bear witness to the human rights abuse of asylum seekers and refugees. Witnesses hail from across the country and abroad.

From the Tornillo, TX and Homestead, FL Child Detention Centers to the Brownsville/Matamoros border, many have stood as witnesses in solidarity with the victims of these policies; to witness and report on the mass incarceration of innocent children and the practice of forcing asylum-seekers to wait in Mexico for their day in a tent court presided over by a remote judge on video, and to be faced with denial, without due process, of their legal rights to seek asylum and protection. To witness ICE Air fly those seeking protection from our country into danger and darkness, often in countries other than their own. Over 16,000 people follow Witness At The Border Facebook page and over 5,000 on Twitter.

**<https://www.witnessattheborder.org> || FaceBook: Witness at the Border (formerly Witness:Tornillo) || Twitter:@WitnessBorder
Instagram: Witness At The Border**

ICE AIR EXECUTIVE SUMMARY – JULY 2023

- JULY FLIGHTS WERE ABNORMALLY LOW BECAUSE OF A WEEK LULL RESULTING FROM THE 30 JUNE EXPIRATION OF THE ICE AIR CHARTER CONTRACT WITH CLASSIC AIR CHARTER. IN THE FIRST 10 DAYS OF JULY ONLY ABOUT 30% OF TYPICAL TOTAL FLIGHTS AND 20% OF TYPICAL RETURN FLIGHTS OPERATED.
- AFTER CONTRACT RESOLUTION IN THE SECOND WEEK OF JULY FLIGHTS ACCELERATED TO REACH TYPICAL T42 LEVELS.
- ESTIMATED IMPACT OF THE CONTRACT LULL IS ABOUT 100 FEWER TOTAL FLIGHTS AND 25 FEWER RETURN FLIGHTS.
- 23,634 TOTAL ICE AIR FLIGHTS OPERATED IN 2020-JULY 2023. SINCE INAUGURATION: 18,528 TOTAL FLIGHTS.
- 4,273 REMOVAL FLIGHTS OPERATED IN 2020-JULY 2023. SINCE INAUGURATION: 3,206 REMOVAL FLIGHTS.
- 565 TOTAL ICE AIR FLIGHTS OPERATED IN JULY, DOWN 105 (16%) FROM THE PRIOR MONTH. JULY WAS 122 (18%) BELOW THE PRIOR 6-MONTH AVERAGE OF 687.
 - IMPORTANT TO NOTE THAT WITHOUT THE CONTRACT INTERRUPTION JULY TOTAL FLIGHTS WOULD HAVE BEEN ABOUT THE SAME AS JUNE.
- TOTAL ICE AIR FLIGHTS OF 565 WERE DOWN 52 (8%) FROM JULY 2022.
- 99 REMOVAL FLIGHTS IN JULY, DOWN 23 (19%) FROM THE PRIOR MONTH AND DOWN 45 (31%) FROM JULY 2022. DOWN 18 (15%) FROM THE PRIOR 6-MONTH AVERAGE OF 117. NOTE THAT WITHOUT THE CONTRACT INTERRUPTION JULY REMOVAL FLIGHTS WOULD HAVE BEEN ABOUT THE SAME AS JUNE.
- LATERAL FLIGHTS WERE LITTLE CHANGED AT 26 IN JULY, ALL ORIGINATING IN TUCSON FOR “DECOMPRESSION.”

CONTRACT INTERRUPTION

ICE Air's 5 year [contract with Classic Air Charter](#) expired on 30 June, 2023 and resulted in a week interruption in normal flight volume (see weekly trend charts pages 11,13). A [new contract](#) with Classic Air for a potential of 9 months was a Task Order (TO) just posted with a start date of 3 July, 2023 at a potential expense of \$400 million for just 9 months compared to what seems to my amateur reading \$900 million for 5 ½ years under the old contract. The 4-month contract, with another 5-month option, is to "allow for competition of the active procurement and transition, if necessary. From January to May 2023, the procurement for the contract was completed but the results were contested, and ICE determined corrective action should be undertaken which is the reason for this bridge contract. **There is no way to understand how much of the cost increase is volume and/or how much is rate because no contract details are disclosed as far as I can tell. Or how much is just the result of being desperate with no other alternative to keep planes operating in the face of the contract process failure.**

Moreover, from what I gleaned from public sources this was a mess. The bids for a new contract were contested pushing past the 30 June expiration so ICE scrambled to put together a bridge Task Order which the current carrier, Classic Air, then said they could not sign the TO July 1, so ICE turned to CSI Aviation who provided ICE Air services prior to the Classic contract. CSI indicated they could resume services July 7, but, based on the funding link above for the new contract, Classic is the contractor. That said, I also have reason to believe CSI is the current TO provider, so even that is unclear. There is no visibility to the old contract or one that may be in motion now.

{I would very much welcome someone with the right skill set to review the hot links to the spending disclosures above and analyze the estimated expense rate increase. It could be an interesting investigation, including the entire convoluted process.}

TRANSITION FROM T42 TO T8

Both total flights and removal flights have now reached, but not consistently exceeded, the recent T42 levels. That said, the last week of July and first week of August have been at somewhat elevated levels with an average of 1 more removal flight per weekday than the middle of July. Watching. (see weekly trend charts on pages 11,13).

The total flight average before T42 ended in March/April was 35.2 per weekday and the average for July 11 – 31 (after the contract interruption) was 33.2. The removal flight average in March/April was 6.1 per weekday, almost the same as it was for July 11-31 at 6.2.

I do not believe REMOVALS (expulsions + deportations) of people encountered are higher for the period May 12 through July 27, 2023 compared to the same period in 2022 as word parsed and promoted by DHS. [DHS states](#) that about 85,000 migrants have been "repatriated" during this time in 2023 compared to 52,246 during the same time in 2022, for an increase of 63%.

By my count, there were 381 ICE Air removal flights during this time period in 2022 (page xx) compared to only 278 during the same time in 2023 (page 24,35), down 103 flights. At an estimated 110 per plane that would be about 11,300 fewer people returned by air in 2023 during the same period.

During this time in 2022 there were a total of around 232,000 T42 (page 19) expulsions and assuming 65% represent unique people, net of recidivism, that would be 150,000 people subject to expulsion, far eclipsing the 85,000 reported “repatriations” in 2023, not even considering the deportations in 2022 not included in the expulsion number, including those by land to Mexico. Although removal flights may be accelerating somewhat as mentioned above, there would be a very long way to go to dent the gap. To be sure, encounters were down significantly so lower removal levels would reflect that over time, but that is not part of what DHS is promoting.

I have a hypothesis of the composition of the 85,000, which I wish DHS would disaggregate for transparency and accuracy. My guess (yes, guess) is that the 264 ICE return flights contribute around 31,000, Mexico reported land repatriations to Mexico of around 47,000, and [4,000 deportations](#) of the CHNV population as stated by Blas Nuñez-Neto, the total of which approaches 85,000 with room for small commercial flight deportations. I do not believe the CHNV deportations include voluntary returns, but do not know.

LAST 12 MONTHS

Over the last 12 months, all under President Biden, there have been a likely 8,203 ICE Air flight legs as compared to 4,845 in 2020, a startling, unexpected, and disappointing increase of 3,358 (69%) over 2020 and up 2,079 (34%) over 2021.

Of these flights, 1,325 were removal flights, an increase of 316 (31%) over the 1,009 in 2020, and 276 (26%) over 2021.

Shuffle flights, including lateral flights and those just moving people in the US to and between detention/deportation centers were 5,001 over the last 12 months, a staggering increase of 2,776 (125%) over the 2,225 in 2020, and up 1,342 (37%) over 2021. (pages 24,35,38,41).

Total Flights of 565 in July, utilizing 24 different planes operated by 4 different charter carriers (IAero aka Swift, World Atlantic, GlobalX, and Gryphon) were down 105 (16%) from June, and were below the average of the prior 6 months (687) by 122 (18%) (pages. 12,24).

Important to note that without the contract interruption in July total flights would have been about the same as June.

The decrease of 105 total flights from June can be attributed to the decrease in removal related flights (removals, connections and returns) down 66 and shuffle flights moving people to and between detention/deportation locations and removal flights, down 39 (page 24).

In June, Border Patrol encounters (between ports) at the southern border were down significantly from 171,387 in May to 99,545 in June. However, it has been [reported by the Washington Post](#) that they will rebound to around 130,000 in July.

Removal Flights decreased by 23 (19%) from 122 to 99 which was 45 (31%) below July 2022, and down 18 (15%) from the prior 6-month average (pages 24-26). *It is Important to note that without the contract interruption July total flights would have been about the same as June.*

In terms of the outlook for the future, the average removal flights per weekday progression for each 1/3 period of July was 1.2 (contract interruption impacted), 5.1 and 7.4 respectively. For the 2 months before the lifting of T42, March and April, removals per weekday were 6.3 and 5.9, respectively. Watching closely to see if the July exit rate of 7.2 is signaling an elevated level of removal flights.

The Northern Triangle countries of Honduras (38), Guatemala (28), and El Salvador (8) continue to increase their proportion of removal flights with 75% of all removal flights in July compared to 70% in June and only 57% in May. Conversely, the proportion of removal flights to South America remained low post-T42 at 16%, half of May at 32%.

We don't know July encounters, but based on June, **encounters of people from Northern Triangle countries were 1.9x those of people from South America, while removal flights to Northern Triangle Countries were 4.6x of those from South America.**

Of the 23 removal flight decrease, Guatemala accounted for a reduction of 6 (34 to 28), El Salvador down 5 (13 to 8), Ecuador down 2 (6 to 4), Peru down 2 (5 to 3), Colombia down 2 (11 to 9), and Africa (small 15 passenger jets) down 4 (6 to 2). All other removal flight decreases were by 1, and the only increase was a small jet route to Vietnam and Cambodia.

All removal flights to South America continue to touch Alexandria, LA which those to Northern Triangle Countries are significantly weighted to Texas originations (page 14).

Although the total number of people ICE returned by air in July to Guatemala and Honduras was down 1,322, or 16%, (8,049 to 6,727), returns represented 26% of June encounters compared to 22% in June (pages 19, 25). However, if overall encounters in July are up by 30% as reported then June and July may be more comparable, with July possibly even less than June.

Please see Country Detail Section below for more details

Lateral Flights increased modestly from 21 in June to 26 in July. All laterals in July originated in Tucson to “decompress” southern Arizona where, [according to the Washington Post](#), encounters reached 40,000, the highest in 15 years. By comparison, June encounters in the Tucson sector were 27,294 after falling from 32,872 in May.

Following the contract interruption there was generally a flight each day from Tucson, however several days in the last week there were 2 flights a day. San Diego was the destination for 15 laterals, Laredo for 6, Harlingen, TX for 3, and El Paso received 2 laterals.

In addition to these lateral flights there are lateral buses as well into which there is no visibility, however we understand many buses were used for “decompression” as well.

Shuffle flights of 315 fell 39 (11%) from June (page 24). It was a little surprising to me that they did not fall more with the contract interruption, however that impact may have been counterbalanced by the reported 30% (30,000) increase in encounters as these flights move people to and between detention/deportation centers.

Country Detail

Honduras flights remained unchanged at 38 in July, significantly over the prior 6-month average of 24 (58%), but only slightly higher than July 2022 at 36 (page 25). Encounters of Hondurans dropped significantly in June by 5,948 (28%) to 15,091 from an unusually high level in May, however, the expectation is for a reversal when we have reporting for July.

In July, ICE Air returned 3,496 Hondurans, down from 4,351 on the same number of planes in June, with an average of 115 people returned per plane in June falling to 92 in July. In May, 2,808 Hondurans were returned by ICE Air.

Unusually, for the fourth month in a row, there were no removal flights from Mexico (page 20), and land returns from El Carmen, Mexico remained very low at 374, little changed from June, but down from 1,389 in March, and down massively by 3,537 from July 2022 at 3,911.

From April through July 30, 2022 Mexico returned 19,743 Hondurans compared to only 3,171 in the same period in 2023.

Guatemala flights dropped by 6 (18%) to 28 in July from June which was 4 (13%) below the prior 6-week average and 18 (39%) below July of 2022. The agreement on repatriation flights with Guatemala is not known so it is not clear if ICE could not make up the flights lost during the contract interruption.

Encounters of Guatemalans did drop significantly in June by 30% from 14,817 in May to 10,361 in June. However, we do not know if they increased in July with national numbers. ICE Air returned 3,231 Guatemalans in July and these returns represented 31% of June encounters, higher than June at 25%, again with the caveat that if encounters increased in July the months may be more comparable.

Unusually, for the second month in a row there were no returns from deportation flights from Mexico to Guatemala (page 20) which compares to 521 last July. Mexico did return 2,057 Guatemalans by land at Tecún Úman, up 706 (52%) from June, but substantially down by 1,933 (49%) from the 3,996 returned there in July 2022.

Combined with the ICE Air returns, total returns by the US and Mexico in July were 5,288, up slightly from June at 5,049, but down significantly by 4,035 (43%) from July 2022 at 9,323.

El Salvador flights decreased from the relatively high 13 in June by 5 (38%) to 8 in July which is 1 over the prior 6-month average.

Encounters of Salvadorans decreased in June to 3,185, down 2,165 (40%) from May so returns are estimated to be 25% of June encounters, consistent with Guatemala and Honduras (page 25).

Ecuador flights decreased meaningfully for the 4th straight month from 31 to 20, to 10, to 6, to 4 over the months of March – July. July was 15 below the prior 6-month average of 19 and 3 over July 2022. All this was over a time when encounters of Ecuadorans were in a relatively tight range of 5,103 to 7,142.

Perhaps ICE decided the incremental cost of the large number of flights was not creating the desired deterrence impact. The 3rd quarter of 2022 averaged 2 flights per month. In December encounters of Ecuadorans spiked from 7,030 in October to 16,206 in December at which time flights moved from 2 in October to 13 in December and 31 in March, before falling to 4 in July (page 25).

Colombia flights also dropped for the 4th straight month from 24 to 21, to 17, to 11, to 9 for the months of March – July (page 25). The monthly average of flights for the last 6 months of 2023 was 17 at a time when encounters ranged between 9,471 and 18,131, before plummeting dramatically in June by 13,426 (74%) from 18,131 in May to 4,705 in June, the lowest level in at least a year.

It is estimated that returns in July represent about 19% of June encounters, up significantly from June at around 6% and May at 9%.

Peru flights dropped by 2 (40%) in July to 3, the lowest level since January but only 1.5 below the prior 6-week average (page 25). There were no flights to Peru in July 2022. Recently, there was generally a flight per week but in July all the flights were between July 24 -26 (and there have been 3 in just the first 4 days of August). Unclear why the lumpiness is occurring, perhaps the timing of expedited removals, the repatriation agreement with Peru, or perhaps related to a significant drop in encounters. However, we do not know July encounters. **Encounters of Peruvians were in the 8,400 range March – May, but then dropped significantly from 8,265 in May to 2,623 in June.**

Estimated returns in July represent about 11% of June encounters, similar to May.

Dominican Republic flights dropped by 1 (33%) from 3 in June to 2 in July, 1.5 below the prior 6-month average (page 25). Prior to April, there were basically 2 flights per month. It is not clear why flights escalated in April and May because there is no public reporting of encounters from the DR.

It is possible there was an attempt to reduce the detainee population in April and May in anticipation of the end of T42. It is not clear if this is a temporary reversion which is something to watch.

Brazil flights fell to 0 from 1. In 4 of the 5 prior months there was 1 flight (page 25). Encounters of Brazilians have been relatively consistent over the last 6 months ranging from 1,093 – 3,816, ending in June at 2,961.

Cuba on April 24, 2023, experienced the first return flights since December 2020, followed by 1 in each of the following 3 months including July (page 25). It seems that the pattern now is for 1 flight per month, although there seems to be no pattern to the day or date of the month.

The Government of Cuba announced that only 33 people were returned in July.

Haiti received no flights in July, although one was scheduled for 26 July but was cancelled, breaking the pattern of 1 flight per month for the prior 7 months. However, the issuance of a no travel warning, the return of US staff, and the announcement that the US would participate in a Kenya-led multi-national force to combat the gangs did not deter ICE from [returning 55 people to Haiti August 2.](#)

Over the last 9 months, [only 1,079 Haitians have been encountered between southern ports](#). The vast majority (estimating around 85%+) of encounters at ports of Haitians of 51,083 over the last 9 months have been related to T42 exemptions or CBP One appointments.

Meanwhile, [interdiction of Haitians at sea continues](#) with 5,089 interdicted in the first 9 1/2 months of the fiscal year (Oct) for an annual pace of 6,428, below the prior year of 7,175 by 747 (10%).

Since inauguration 284 flights have removed 27,013 Haitians, 1 in every 425 people in Haiti. Since the mass return beginning 19 September 2021, 24,914 Haitians have been returned on 247 flights (page 21).

Small Jet Removals observed included 2 flights with 4 country stops operated by Gryphon Air Gulfstreams that carry 12-15 passengers as a maximum with destinations of Mauritania (1), Senegal (1), Cambodia (1), and Vietnam (1) (pages 25,26).

Other Removal Destinations were Nicaragua (1), and Jamaica (1), both within generally normal patterns (pages 25,26).

Mexico Operated Removal flights surprisingly stopped altogether in June and now July following just 1 flight in each of April and May to Guatemala (page 20). I do not think I am wrong because the Governments of Guatemala and Honduras support this reporting. There has been no explanation given for the lower returns from Mexico of Hondurans and Guatemalans, however the change was concurrent with the tragic fire in Juarez.

The 6-month average prior to April was 24, and there were 37 deportations in May 2022.

Importantly, returns of Guatemalans and Hondurans by Mexico fell by 7,365 (85%) from July 2022 (8,617) to June 2023 (1,252).

JULY FLIGHT SUMMARY

In July, there were 565 likely ICE Air flights, down 105 (16%) from June, and down 52 (8%) from the same month of 2022. Removal flights of 99 were down 23 (19%) from June while domestic shuffle flights decreased by 39 (11%).

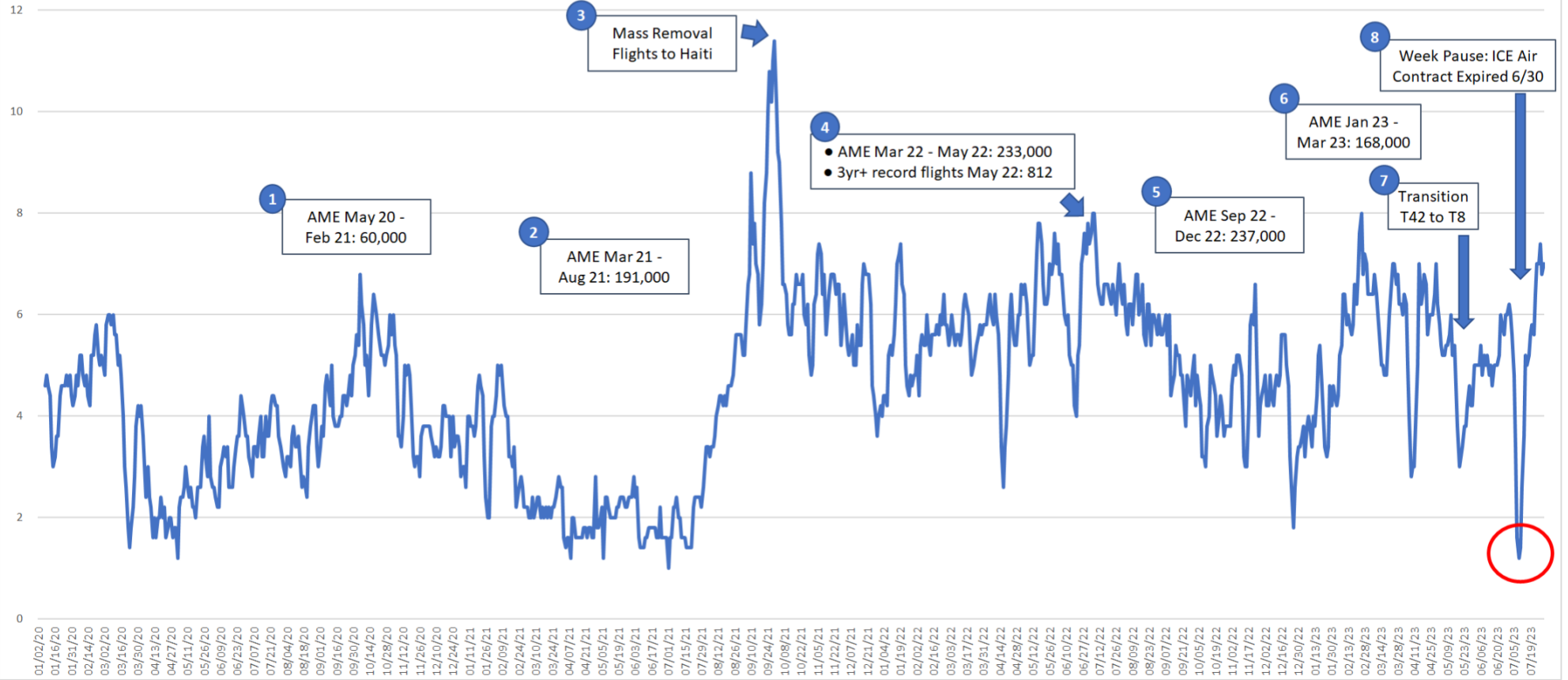
- - 99 removal flights, with 98 return flights, to 14 different countries in Latin America, Southeast Asia, Africa, and the Caribbean.
- - 53 domestic flights connecting directly to removal flights.
- - 315 domestic shuffle flights between deportation locations.
- - 368 domestic flights (connections and shuffle flights).
- - **Since President Biden's inauguration there have been 18,528 likely ICE Air flights** including 3,206 removal flights. Including just the 264 lateral flights before October 2021 and 50 for October - December 2022 as expulsion flights would yield 3,520 removal flights.

Last 12 Months – 8,302 likely total flights

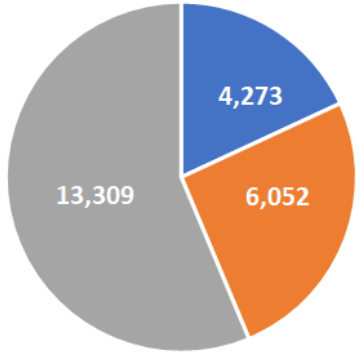
- - 1,325 removal flights, with 1,251 return flights, to at least 29 countries in Latin America, Europe, the Caribbean, Africa, and Southeast Asia.
- - 626 domestic flights connecting directly to removal flights.
- - 5,001 domestic shuffle flights between removal locations.
- - 5,627 domestic flights (connections and shuffle flights).
- - 40% of flights were return related (removal, return and connections) and 60% were domestic shuffle flights.

Non-Holiday Weekday Removal Flights

AME = Average Monthly Encounters
rolling daily 5 day average



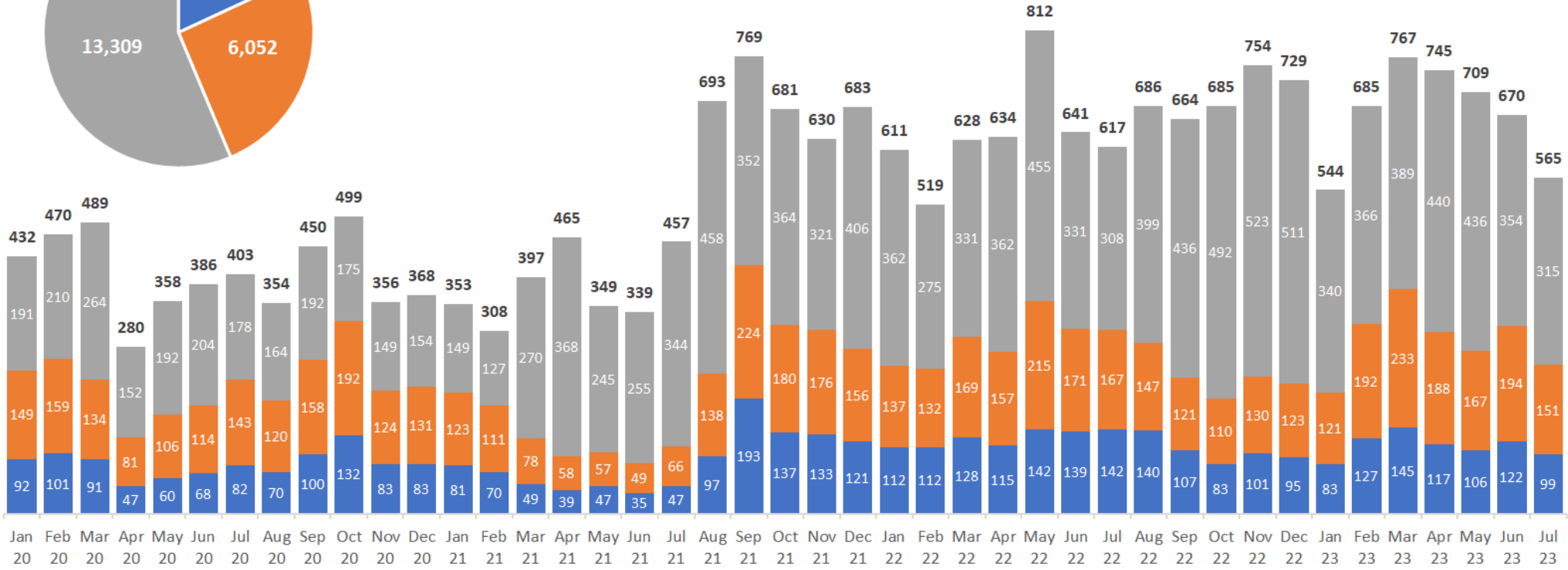
Total 23,634



ICE Air Flights by Month

Jan 2020 - Jul 2023

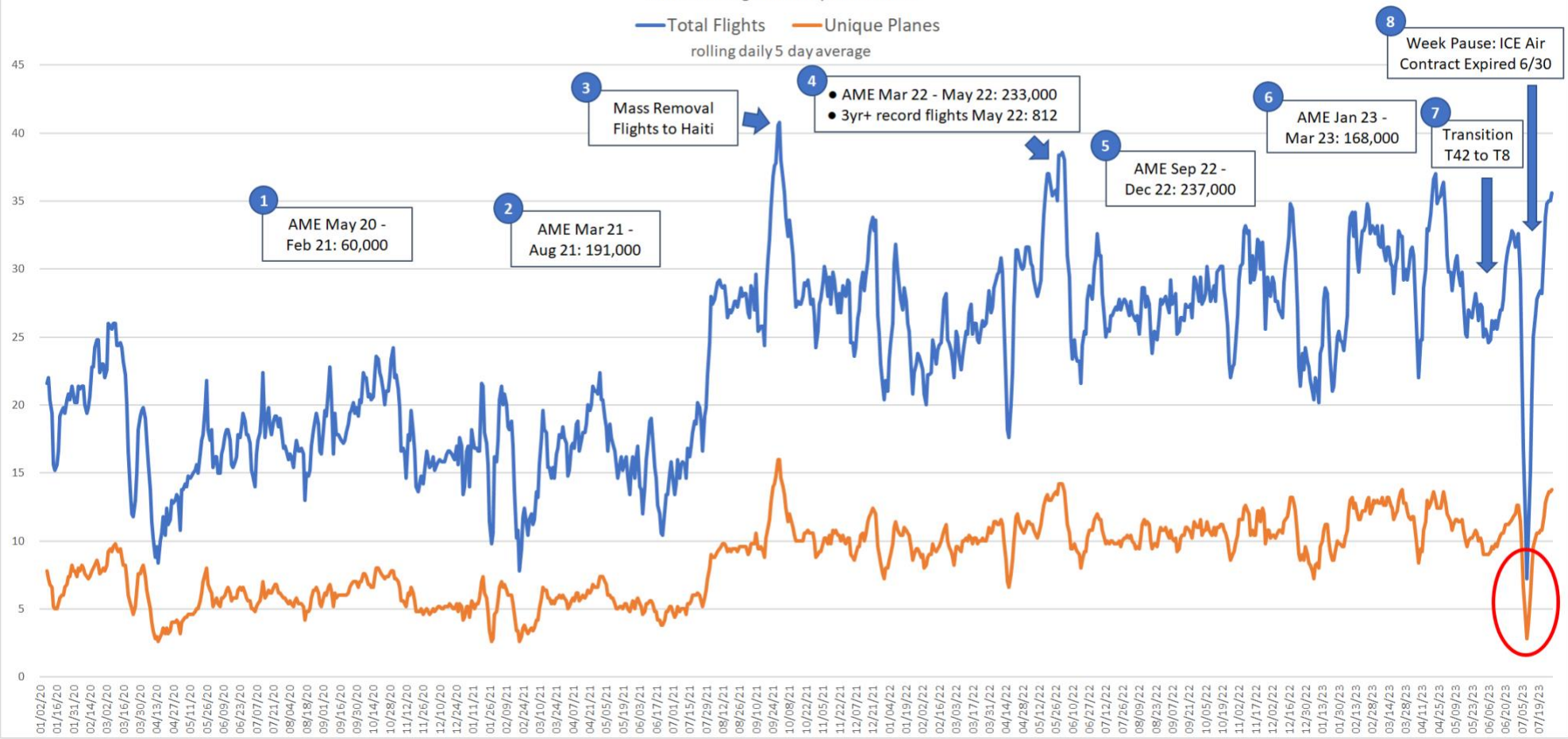
■ Removal
 ■ Removal Related
 (Connections & Returns)
 ■ Domestic Shuffle



Non-Holiday Weekday Flights and Planes per Day

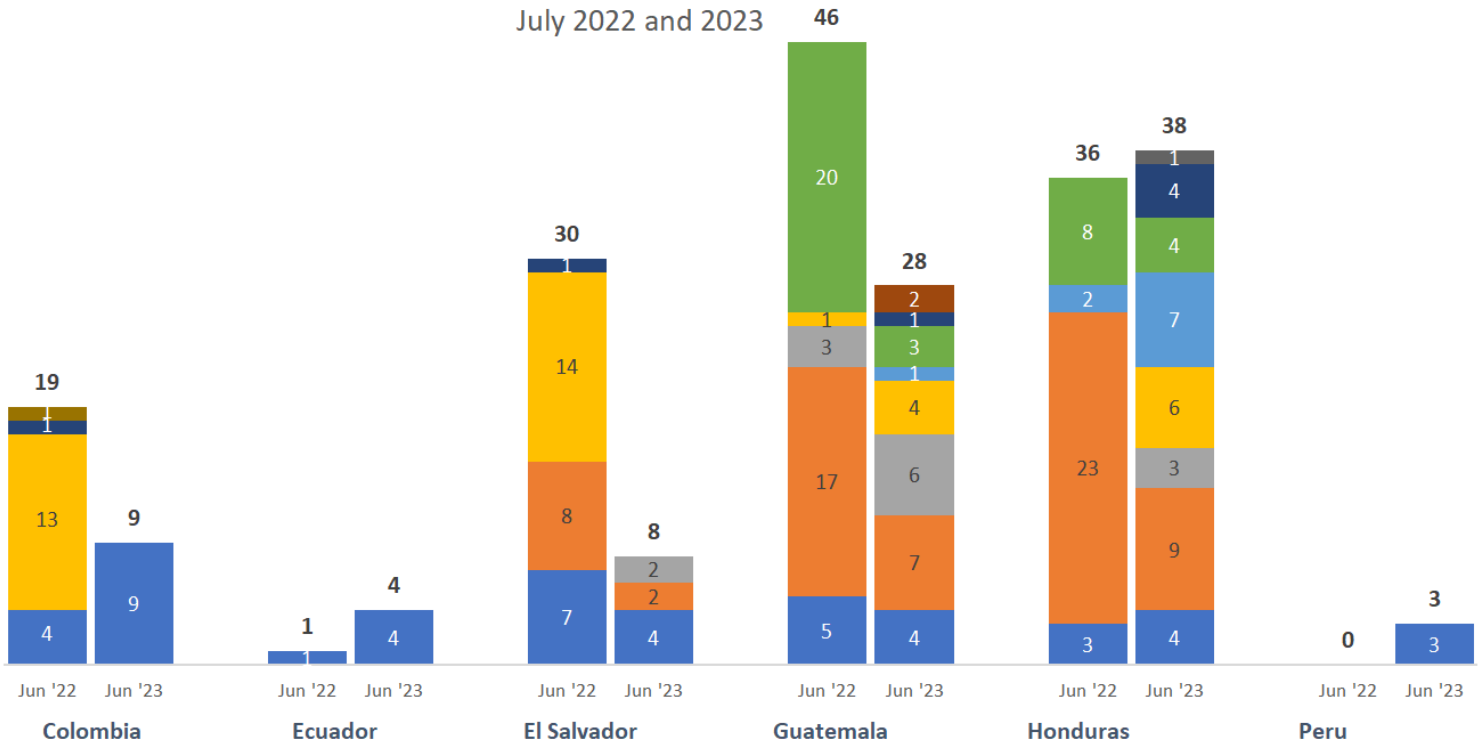
AME = Average Monthly Encounters

— Total Flights — Unique Planes
rolling daily 5 day average

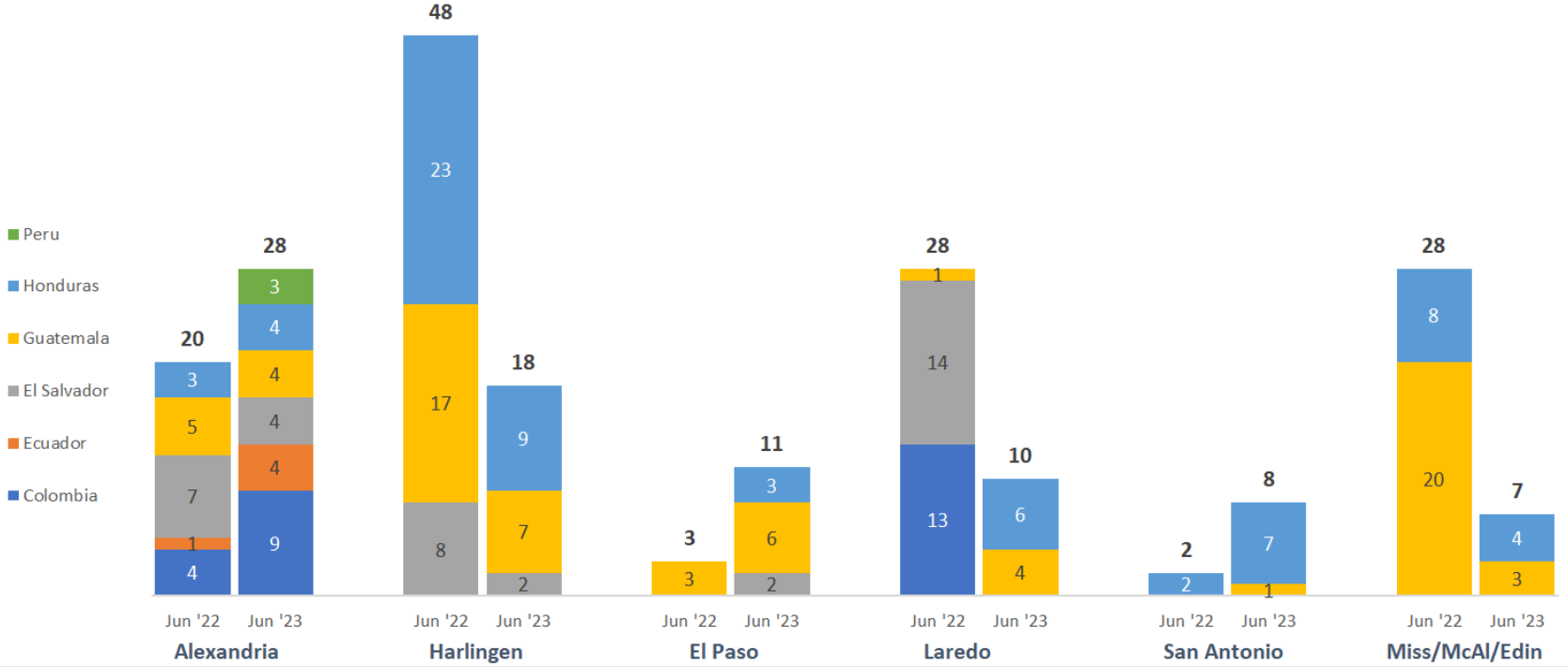


Departure Cites for Select Removal Arrival Destinations July 2022 and 2023

- Miami, FL
- Phoenix, AZ
- Houston, TX
- Mission/McAllen /Edinburg, TX
- San Antonio, TX
- Laredo, TX
- El Paso, TX
- Harlingen, TX
- Alexandria, LA



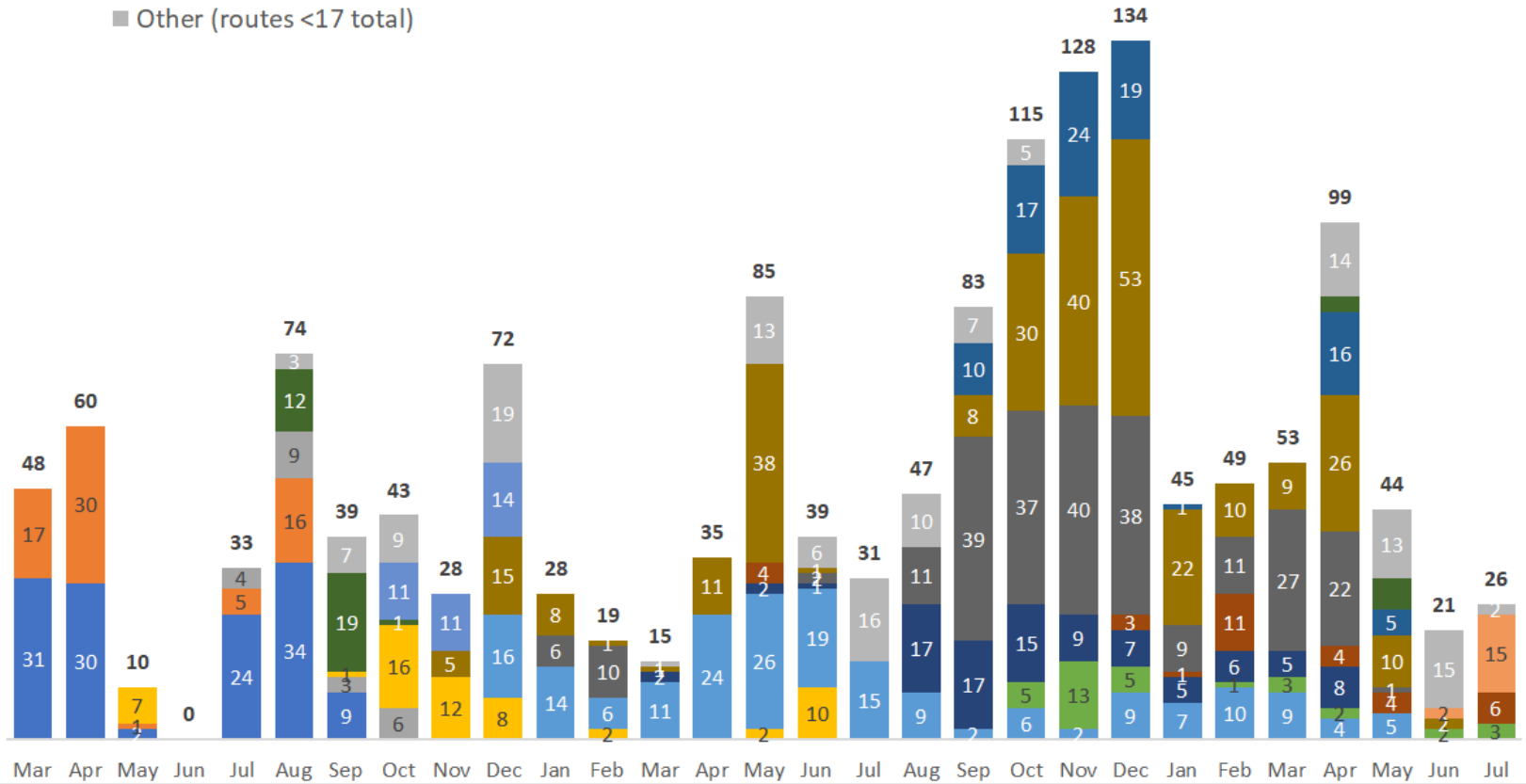
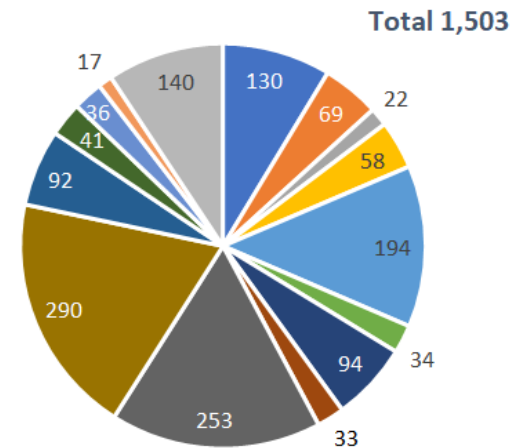
Removal Destination by Select Departure Cities
 July 2022 and 2023



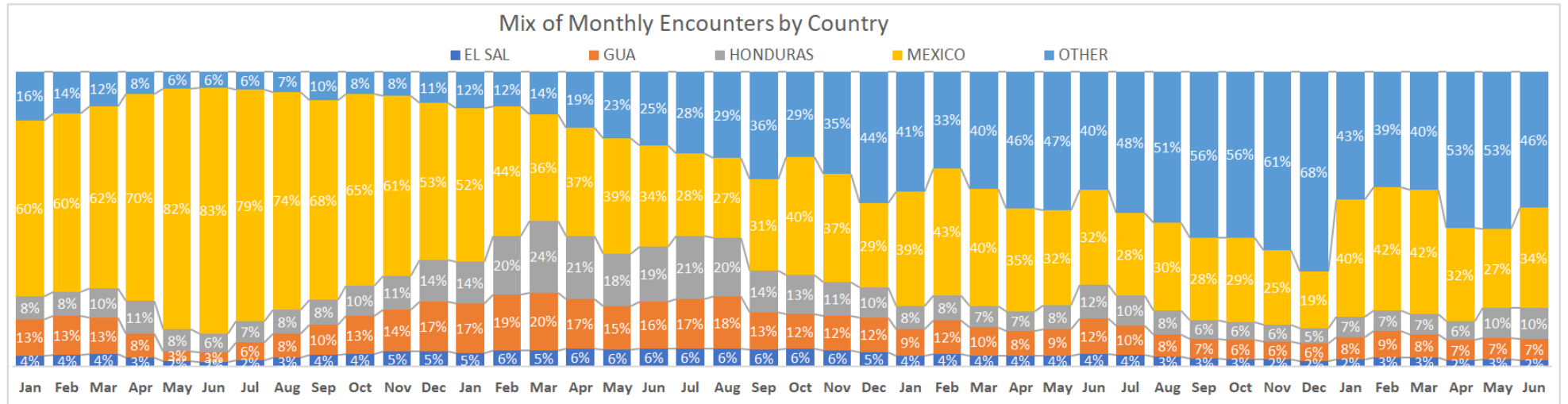
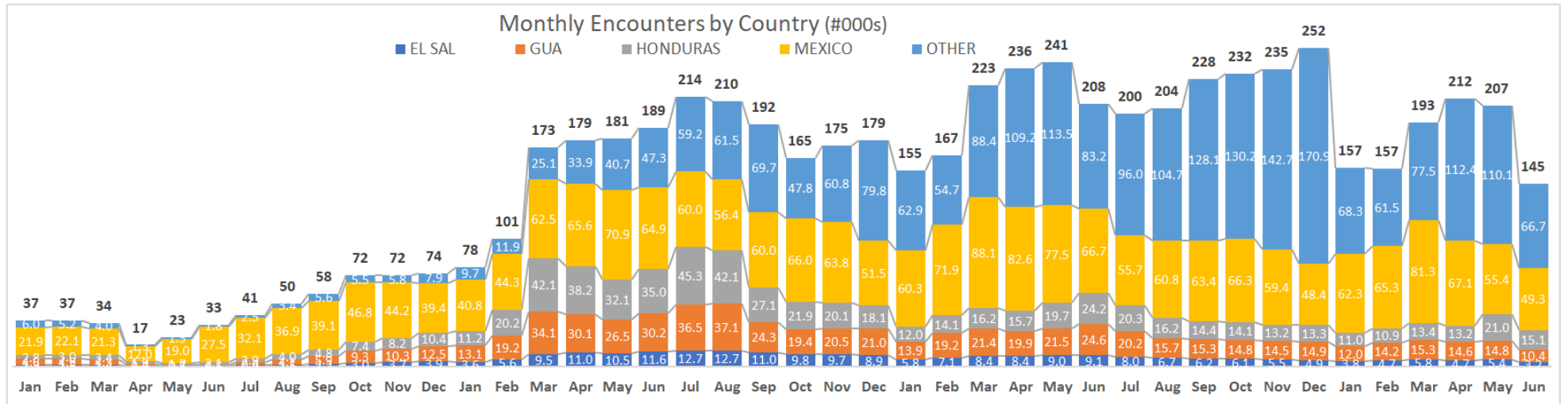
Lateral Flights

Started March 8th, 2021

- Brownsville to El Paso
- Brownsville to San Diego
- Brownsville to Tucson
- Yuma to El Paso
- Yuma to Laredo
- Tucson to Harlingen, TX
- Yuma to Harlingen, TX
- Tucson to Laredo
- El Paso to Harlingen, TX
- El Paso to Laredo
- El Paso to San Diego
- Harlingen, TX to San Diego
- Harlingen, TX to El Paso
- Tucson to San Diego
- Other (routes <17 total)

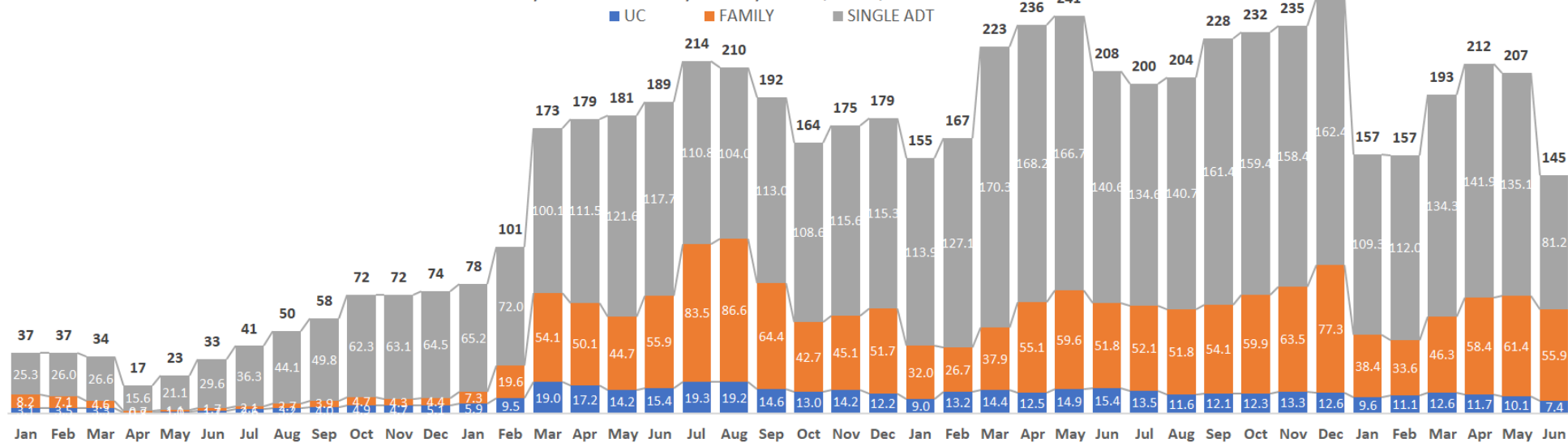


Excludes Return Legs

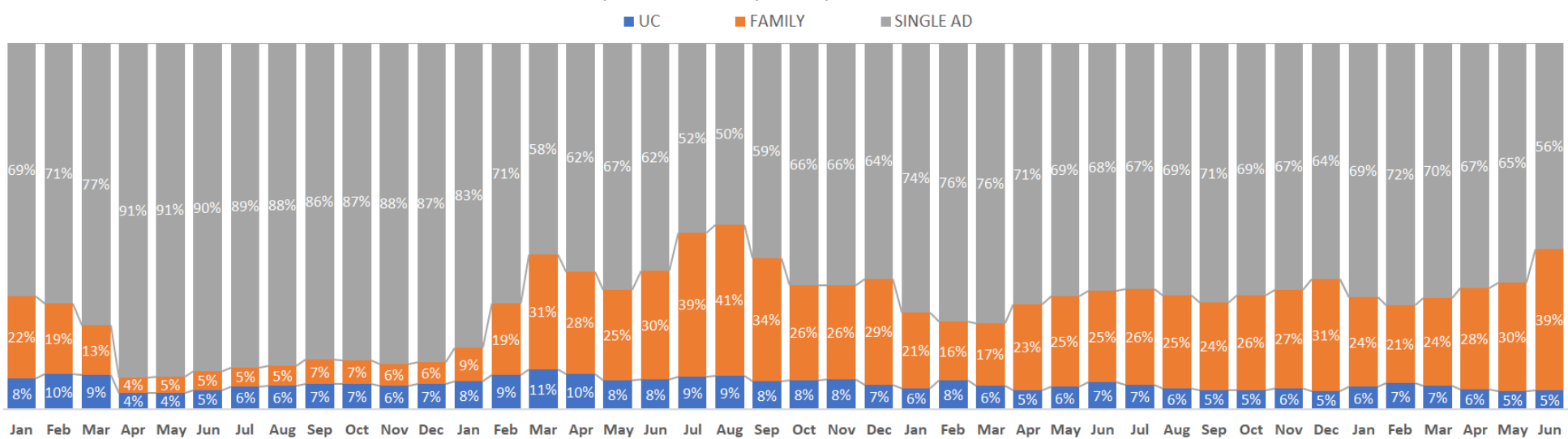


Customs and Border Patrol Encounters at the Southern Border.

Monthly Encounters by Family Unit (#000s)



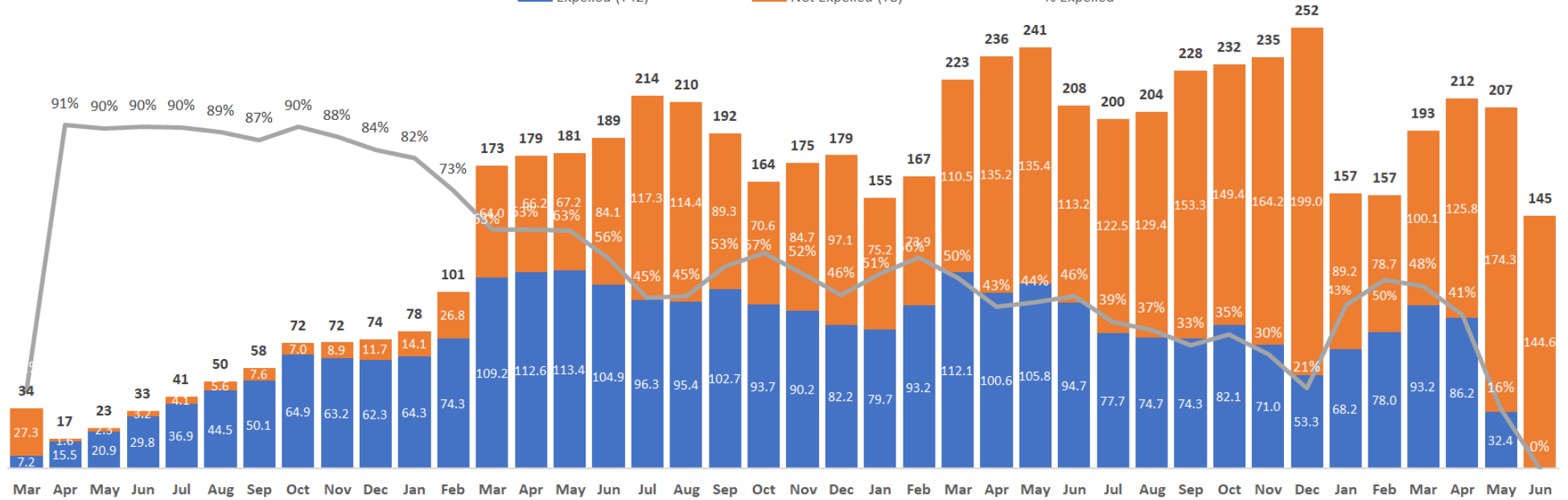
Mix of Monthly Encounters by Family Unit



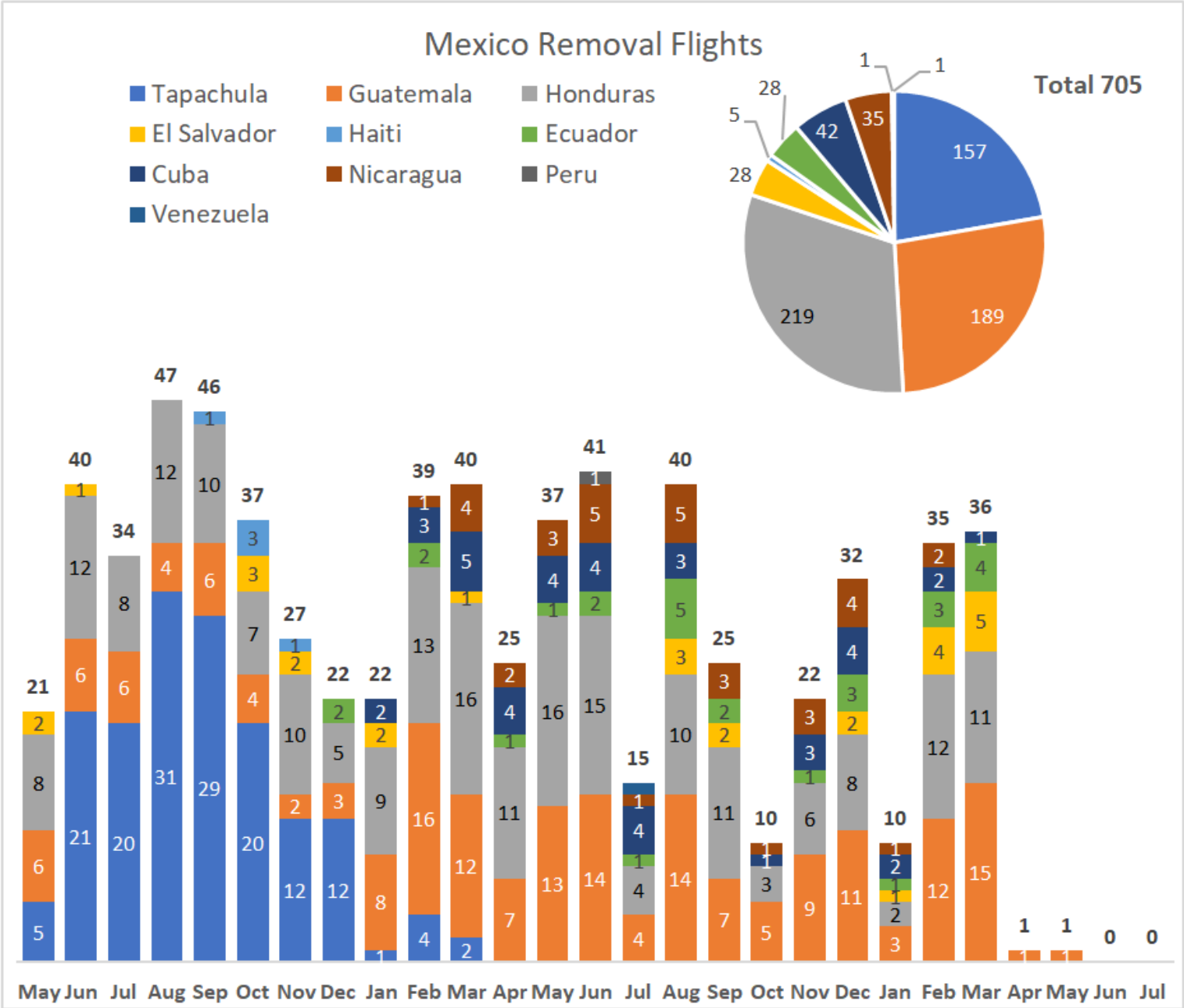
Customs and Border Patrol Encounters at the Southern Border.

Total Encounters by Expulsion / Non-Expulsion (#000s)

■ Expelled (T42) ■ Not Expelled (T8) — % Expelled



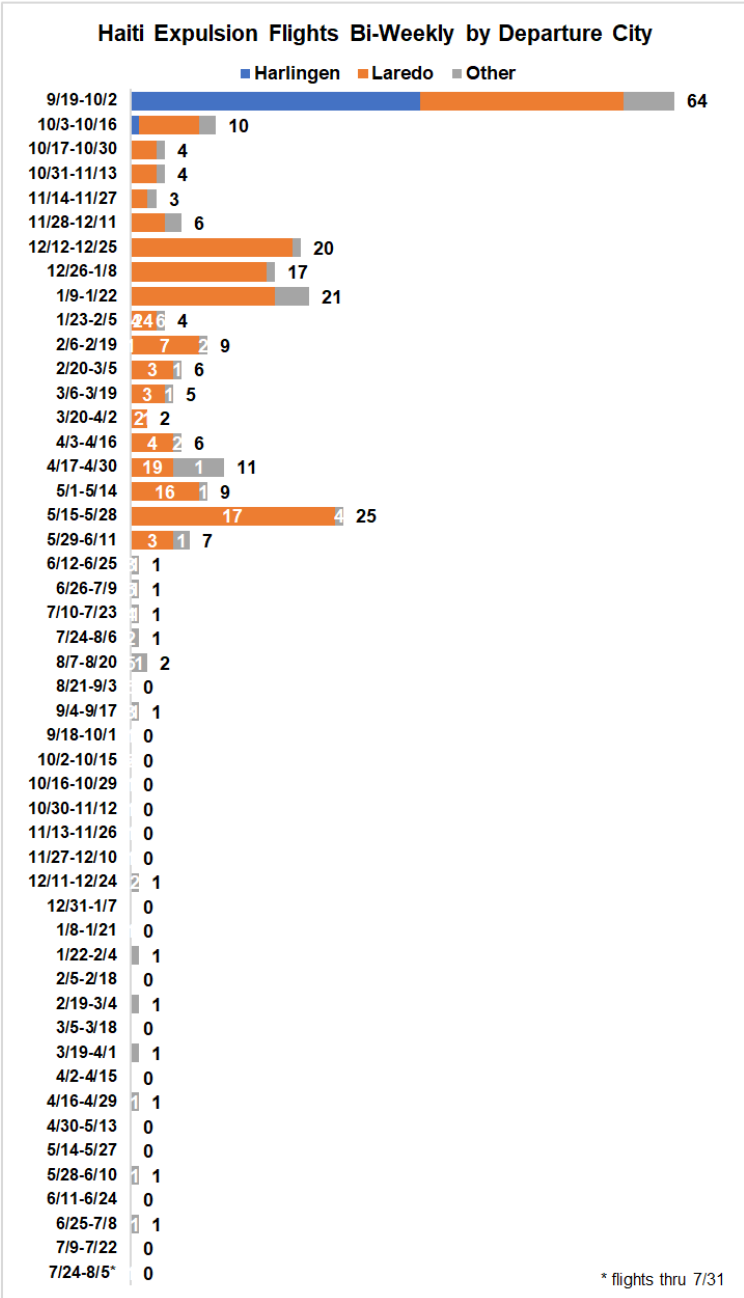
Customs and Border Patrol Encounters at the Southern Border.



In Oct 2022 Mexico changed contract air charter service from Magnicharters to Viva Aerobus
 In January 2023 Viva Aerobus was replaced by Magnicharters.

ICE Air Expulsion Flights to Haiti

Sept 19th 2021 through July 31st 2023



Departure and Arrival Cities

Flights To

Flights From	Port-au-Prince, Haiti	Cap-Haitien, Haiti	Total	% of Total
Laredo, TX	148	16	164	66%
Harlingen/San Benito, TX	28	7	35	14%
Alexandria, LA	26	1	27	11%
Miami, FL	7	0	7	3%
San Antonio, TX	4	0	4	2%
Guantanamo Bay, Cuba	3	0	3	1%
El Paso, TX	3	0	3	1%
Santo Domingo, Dominican	2	0	2	1%
Brownsville, TX	0	2	2	1%
Total	221	26	247	100%
% of Total	89%	11%	100%	

People Expelled (based on available average reported per plane since 9/19)

People To

People From	Port-au-Prince, Haiti	Cap-Haitien, Haiti	Total	% of Total
Laredo, TX	15,092	1,632	16,724	67%
Harlingen/San Benito, TX	2,855	714	3,569	14%
Alexandria, LA	2,429	102	2,531	10%
Miami, FL	662	0	662	3%
San Antonio, TX	408	0	408	2%
Guantanamo Bay, Cuba	306	0	306	1%
El Paso, TX	306	0	306	1%
Santo Domingo, Dominican	204	0	204	1%
Brownsville, TX	0	204	204	1%
Total	22,263	2,651	24,914	100%
% of Total	89%	11%	100%	

TRACKING ICE AIR

ICE Air contracts with the airline broker Classic Air Charters. They in turn subcontracted the flights to World Atlantic (Caribbean Sun), Swift Air (nka iAero), GlobalX, Eastern Air, Kaiser, and OMNI. ICE Air also operates small jet charters through Gryphon Air. Historically, and currently, the vast majority of the flights are operated by World and IAero followed by GlobalX. Eastern Air, OMNI, and Kaiser operate flights rarely and Gryphon small jets are only used for long distance flights occasionally to Africa, the Pacific and Europe.

All the flights of about 100 planes that are potential ICE Air carriers are monitored daily and decisioned as ICE Air flights or not, as well as about 15 airports that are high volume.

Deportation flights by the Government of Mexico are also documented using Magicharters and, for 3 months, Viva Aerobus.

ICE Air does not disclose information or data about their flights. Our information is based on securing all flight information from the publicly available FlightAware application and the ADB-S tracking system. I then filter the flights to the likely ICE Air removal and destination locations to identify the removal flights. To do this I use the knowledge and experience gained through tracking ICE Air for over 3 1/2 years and over 23,000 ICE Air flights legs. Any errors in our estimations we believe are small and certainly immaterial to the analysis that follows.

The domestic analysis is particularly complex in that all 7 potential carriers fly many more non- ICE Air charters domestically than internationally, so establishing business rules to filter to just ICE Air flights becomes much more dependent on understanding the specific planes in the fleets used for ICE Air, the locations of detention centers, regular ICE Air flight patterns, and knowledge of their common destinations. Any errors in our estimations we believe are small and certainly immaterial to the analysis that follows. In certain very limited cases, such as Cuba, our confidence was not high enough to determine regular flights from removals so we excluded 1Q 2020 all to be conservative. A pre/early COVID domestic flights comparison can be found in our [“ICE Air 1,677 flights while COVID rages.”](#)

OUT OF SCOPE

- **Our pre/early COVID removal detailed comparative analysis can be found in our [“ICE Air Removals: Has COVID -19 Changed Anything?” published May 7, 2020.](#)**
- **The number of detainees in total or on any flight.** ICE discloses none of these numbers and there is no reasonable way to estimate. In April 2019 Phil Neff from the University of Washington Center for Human Rights published a piece that did analyze passenger data secured through a FOIA request in *“Hidden in Plain Sight: ICE Air and the Machinery of Mass Removal.”* We understand that this piece may be updated and look forward to the analysis.

FLIGHT CATEGORIZATION

We are using the term “removal” rather than “deportation” to reflect that, since T-42, people have been removed on ICE Air flights that have been subject to T-42 as well as deportation orders, often on the same plane.

We have categorized ICE Air flight legs into 4 categories as follows:

- - **Removal** – A flight from a domestic ICE Air location to an international removal destination. They do not include flights from a domestic location to a domestic location on the border where detainees could be deported by land from that point, such as a flight from Alexandria to Brownsville where deportees may be bussed to be deported at the Gateway Bridge. There is no way to determine that the specific flight is for removal or not. These flights are included in the domestic pool.
- - **Removal Return** – A flight subsequent to a removal flight that returns in one or more legs to the US. There are fewer removal returns than removals because in some instances there are multiple removal destinations. For example, a flight from Brownsville to El Salvador to Ecuador to Brownsville would include 2 removal destinations and 1 return.
- - **Removal Connection** – A flight leg that is entirely domestic and occurs earlier the same day as a removal flight for that same plane. For example, if a specific plane flies the route San Antonio to El Paso to Guatemala in the same day, then that would be 1 removal connection (San Antonio to El Paso) and 1 removal flight (El Paso to Guatemala).
- - **Shuffle** – A fully domestic flight that is not a removal connection. Essentially flights facilitating movement between domestic detention centers.
- **It should be noted that we report each removal location as a separate event, even if there are multiple removal countries on the same “route.”** For example, a plane making a removal stop in El Salvador and then travelling from there for a removal stop in Ecuador would be counted as 2 removals. We believe ICE Air would consider that a single “mission” to use their terms, although, like flights they will not confirm.

Total ICE Air Flights YTD 2023 – Removal and Domestic

Flight Category	<i>Rolling 12 months</i>												Year To Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul					H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg	H/(L) Prior Yr	% H/(L) Prior Yr
1 Removal	140	107	83	101	95	83	127	145	117	106	122	99	799	17%	1,325	16%	(23)	(19%)	(18)	(15%)	(91)	(10%)
2 Removal Connection Total Outbound	<u>35</u>	<u>24</u>	<u>28</u>	<u>37</u>	<u>37</u>	<u>41</u>	<u>70</u>	<u>87</u>	<u>72</u>	<u>65</u>	<u>77</u>	<u>53</u>	<u>465</u>	10%	<u>626</u>	8%	<u>(24)</u>	(31%)	<u>(16)</u>	(23%)	<u>148</u>	47%
3 Removal	175	131	111	138	132	124	197	232	189	171	199	152	1,264	27%	1,951	24%	(47)	(24%)	(33)	(18%)	57	5%
4 Removal Return	<u>112</u>	<u>97</u>	<u>82</u>	<u>93</u>	<u>86</u>	<u>80</u>	<u>122</u>	<u>146</u>	<u>116</u>	<u>102</u>	<u>117</u>	<u>98</u>	<u>781</u>	17%	<u>1,251</u>	15%	<u>(19)</u>	(16%)	<u>(16)</u>	(14%)	<u>(50)</u>	(6%)
5 Total Removal Related	287	228	193	231	218	204	319	378	305	273	316	250	2,045	44%	3,202	39%	(66)	(21%)	(49)	(16%)	7	0%
6 Domestic Shuffle	399	436	492	523	511	340	366	389	440	436	354	315	2,640	56%	5,001	61%	(39)	(11%)	(73)	(19%)	216	9%
7 Total Flights	686	664	685	754	729	544	685	767	745	709	670	565	4,685	100%	8,203	100%	(105)	(16%)	(122)	(18%)	223	5%
8 Total Domestic (Remove Connect + Shuffle)	434	460	520	560	548	381	436	476	512	501	431	368	3,105	66%	5,627	69%	(63)	(15%)	(88)	(19%)	364	13%
9 # Week Days (non-Holiday)	23	21	21	20	22	21	19	23	20	22	22	20	147		254		(2)	(9%)	(1)	(6%)	2	1%

ICE Air Removal Destination Cities YTD 2023 (1 of 2)

	Removal Destination	Rolling 12 months												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
		Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul					H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg	H/(L) Prior Yr	% H/(L) Prior Yr
1	Guatemala City, Guat	29	25	20	26	22	22	36	40	33	26	34	28	219	27%	341	26%	(6)	(18%)	(4)	(12%)	(28)	(11%)
2	Honduras	32	28	22	23	22	16	22	27	17	26	38	38	184	23%	311	23%	0	0%	14	56%	(47)	(20%)
3	Ecuador	1	3	2	8	13	20	28	31	20	10	6	4	119	15%	146	11%	(2)	(33%)	(15)	(79%)	112	1600%
4	Colombia	23	22	20	17	15	9	22	24	21	17	11	9	113	14%	210	16%	(2)	(18%)	(8)	(48%)	24	27%
5	San Salvador, El Salv	32	13	10	11	10	6	4	7	4	8	13	8	50	6%	126	10%	(5)	(38%)	1	14%	(58)	(54%)
6	Callao, Peru	2	5	3	4	1	1	4	4	8	6	5	3	31	4%	46	3%	(2)	(40%)	(2)	(36%)	31	n/a
7	Santo Domingo, DR	2	2	2	2	2	2	2	3	7	5	3	2	24	3%	34	3%	(1)	(33%)	(2)	(45%)	9	60%
8	Managua, Nicaragua	2	2	2	2	3	2	2	1	2	2	2	1	12	2%	23	2%	(1)	(50%)	(1)	(45%)	(2)	(14%)
9	Brazil	10	2	2	2	1	1	0	3	1	1	1	0	7	1%	24	2%	(1)	(100%)	(1)	(100%)	(18)	(72%)
10	Kingston, Jamaica	1	1	0	2	1	1	1	1	1	1	1	1	7	1%	12	1%	0	0%	0	0%	0	0%
11	Port-au-Prince, Haiti	3	1	0	0	1	1	1	1	1	1	1	0	6	1%	11	1%	(1)	(100%)	(1)	(100%)	(110)	(95%)
12	Liberia	1	0	0	0	0	1	1	1	0	0	1	0	4	1%	5	0%	(1)	(100%)	(1)	(100%)	1	33%
13	Cuba	0	0	0	0	0	0	0	0	1	1	1	1	4	1%	4	0%	0	0%	1	100%	4	n/a
14	Kenya	0	0	0	1	0	0	0	0	0	0	2	0	2	0%	3	0%	(2)	(100%)	(0)	(100%)	2	n/a
15	Nigeria	0	0	0	0	0	0	1	0	0	0	1	0	2	0%	2	0%	(1)	(100%)	(0)	(100%)	0	0%
16	Mauritania	0	0	0	0	0	0	1	0	0	0	0	1	2	0%	2	0%	1	n/a	1	500%	2	n/a
17	Angola	0	0	0	0	0	0	0	1	0	1	0	0	2	0%	2	0%	0	n/a	(0)	(100%)	2	n/a
18	Ghana	1	0	0	0	1	0	1	0	0	0	0	0	1	0%	3	0%	0	n/a	(0)	(100%)	0	0%
19	Dem Rep of Congo	1	0	0	0	0	0	0	1	0	0	0	0	1	0%	2	0%	0	n/a	(0)	(100%)	1	n/a
20	Cote d'Ivoire	0	0	0	0	0	0	1	0	0	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a

Continued on Next Page

ICE Air Removal Destination Cities YTD 2023 (2 of 2)

	<i>Rolling 12 months</i>																							
	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul											Year to Date	% of Flights
Removal Destination																								
21 Senegal	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	0%	1	n/a	1	n/a	1	n/a	1	n/a
22 Phnom Penh, Camb	0	1	0	0	0	0	0	0	0	0	0	1	1	0%	2	0%	1	n/a	1	n/a	1	n/a	1	n/a
23 Vietnam	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	0%	1	n/a	1	n/a	1	n/a	1	n/a
24 Gambia	0	0	0	0	0	1	0	0	0	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a	1	n/a
25 Dar es Salaam, Tanz	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	1	0%	(1)	(100%)	(0)	(100%)	1	n/a	1	n/a
26 Lod, Israel	0	0	0	0	0	0	0	0	0	1	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a	1	n/a
27 Chlef, Algeria	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a	1	n/a
28 N'Djamena, Chad	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	1	0%	(1)	(100%)	(0)	(100%)	1	n/a	1	n/a
29 Villahermosa, Mexico	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	0	n/a
30 Other	0	2	0	3	3	0	0	0	0	0	0	0	0	0%	8	1%	0	n/a	0	n/a	(25)	(100%)	(25)	(100%)
31 Total	140	107	83	101	95	83	127	145	117	106	122	99	799	100%	1,325	100%	(23)	(19%)	(18)	(15%)	(91)	(10%)		
32 Mexico Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(17)	(100%)	(17)	(100%)
33 Africa Total	3	0	0	3	2	2	5	3	1	1	6	2	20	0%	28	2%	(4)	(67%)	(1)	(33%)	10	100%	10	100%
34 # Week Days (non-Holiday)	23	21	21	20	22	21	19	23	20	22	22	20	147		254		(2)	(9%)	(1)	(6%)	2	1%	2	1%

ICE Air Removal Departure Cities YTD 2023

	<i>Rolling 12 months</i>																		Current Month		Year to Date			
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month H/(L)	% H/(L)	Current Month Prior 6 mth Avg	% H/(L) Prior 6 mth Avg	Year to Date Prior Yr Ytd	% H/(L) Prior Yr Ytd	
	Removal Departure																							
1	Alexandria, LA	21	21	26	19	22	20	20	20	22	24	32	42	25	185	23%	293	22%	(17)	(40%)	(2)	(6%)	65	54%
2	Harlingen, TX	48	43	43	38	40	32	25	32	26	20	17	19	18	157	20%	353	27%	(1)	(5%)	(5)	(22%)	(146)	(48%)
3	San Salvador, El Salv	18	24	5	2	4	12	18	27	33	19	9	3	4	113	14%	160	12%	1	33%	(14)	(78%)	78	223%
4	El Paso, TX	3	1	0	0	0	0	2	22	24	23	11	17	11	110	14%	111	8%	(6)	(35%)	(6)	(33%)	92	511%
5	Laredo, TX	14	10	0	0	5	5	0	4	17	10	13	15	10	69	9%	89	7%	(5)	(33%)	0	2%	(99)	(59%)
6	Miss/McAl/Edin, TX	28	20	17	13	12	13	9	9	5	0	2	0	7	32	4%	107	8%	7	n/a	3	68%	(129)	(80%)
7	Honduras	0	0	2	3	5	2	3	2	1	6	9	6	3	30	4%	42	3%	(3)	(50%)	(2)	(33%)	30	n/a
8	Houston, TX	1	1	1	1	1	0	1	0	2	4	3	6	5	21	3%	25	2%	(1)	(17%)	2	88%	18	600%
9	Phoenix, AZ	0	3	1	1	0	2	1	2	6	6	1	2	2	20	3%	27	2%	0	0%	(1)	(33%)	11	122%
10	San Antonio, TX	2	1	0	2	3	1	0	0	1	0	3	5	8	17	2%	24	2%	3	60%	7	433%	13	325%
11	Panama Pacifico, Pan	0	2	5	0	2	2	1	4	2	1	0	0	0	8	1%	19	1%	0	n/a	(1)	(100%)	8	n/a
12	Miami, FL	0	0	0	1	0	1	0	0	0	2	2	1	2	7	1%	9	1%	1	100%	1	140%	0	0%
13	Senegal	0	2	0	0	0	1	0	2	1	1	1	2	0	7	1%	10	1%	(2)	(100%)	(1)	(100%)	0	0%
14	Brazil	3	5	2	2	2	1	1	0	3	0	0	0	0	4	1%	16	1%	0	n/a	(1)	(100%)	0	0%
15	San Juan, Puerto Rico	0	0	0	0	0	0	1	1	1	0	0	0	1	4	1%	4	0%	1	n/a	1	100%	2	100%
16	Guatemala City, Guat	1	0	0	0	0	0	0	0	0	0	2	0	0	2	0%	2	0%	0	n/a	(0)	(100%)	1	100%
17	Liberia	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0%	2	0%	(1)	(100%)	(0)	(100%)	2	n/a
18	Dem Rep of Congo	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0%	2	0%	(1)	(100%)	(0)	(100%)	2	n/a
19	Portsmouth, NH	0	0	0	0	1	1	0	0	0	0	1	0	0	1	0%	3	0%	0	n/a	(0)	(100%)	1	n/a
20	Other	3	7	5	1	4	2	1	1	0	1	0	2	3	8	1%	27	2%	1	50%	2	260%	(40)	(83%)
21	Total	142	140	107	83	101	95	83	127	145	117	106	122	99	799	100%	1,325	100%	(23)	(19%)	(18)	(15%)	(91)	(10%)
22	# Week Days (non-Hol)	20	23	21	21	20	22	21	19	23	20	22	22	20	147		254		(2)	(9%)	(1)	(6%)	2	1%

Total ICE Air Flights

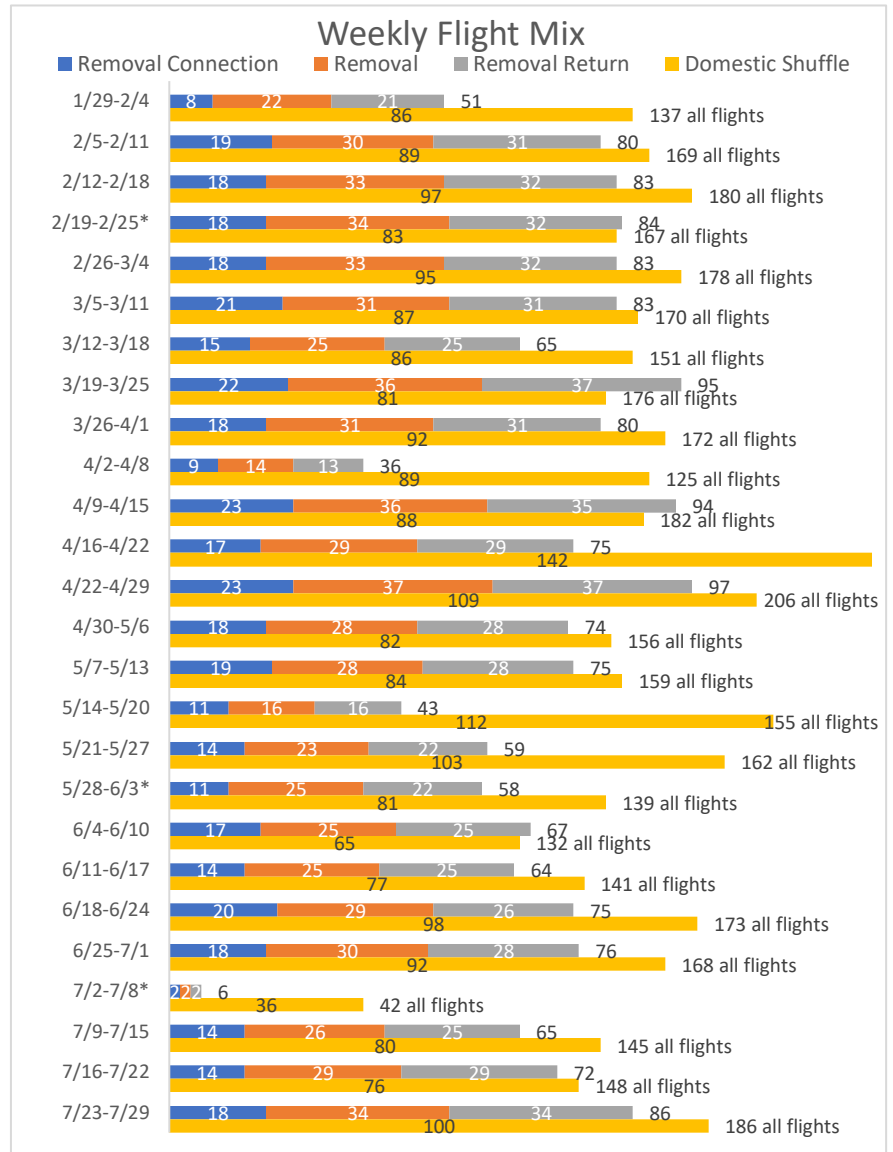
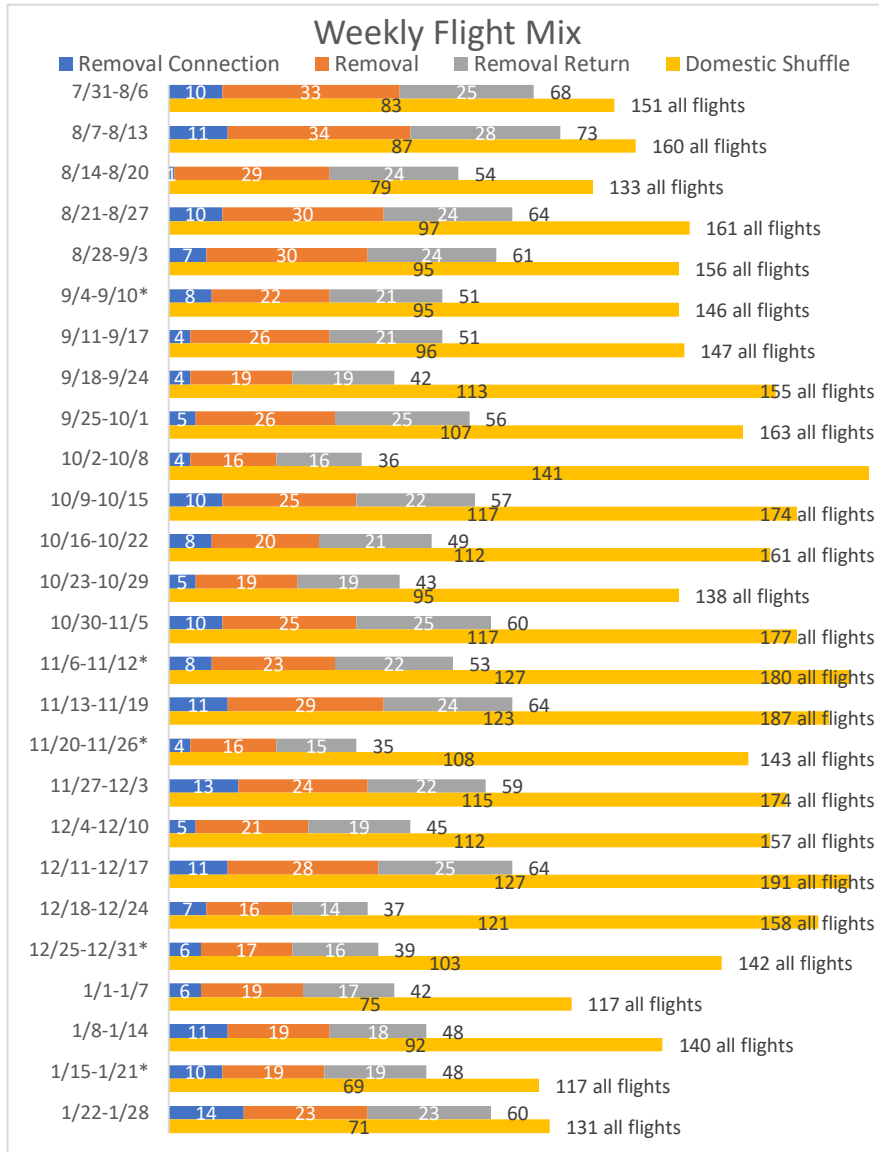
Flight Category	Pre-Biden		Ytd Average				Current Month				Flights since	
	Nov/Dec		Ytd Mo Avg	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	Current Month	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	01/21/21	% of Flights
	2020 Mo Avg	% of Flights										
1 Removal	83	23%	114	31	38%	17%	99	16	19%	18%	3,206	18%
2 Removal Connection	<u>56</u>	15%	<u>66</u>	<u>10</u>	19%	10%	<u>53</u>	(3)	(5%)	9%	<u>1,386</u>	9%
3 Total Outbound Removal	139	38%	181	42	30%	27%	152	13	9%	27%	4,592	27%
4 Removal Return	<u>72</u>	20%	<u>112</u>	<u>40</u>	56%	17%	<u>98</u>	27	37%	17%	<u>2,967</u>	17%
5 Total Removal Related	211	58%	292	82	39%	44%	250	40	19%	44%	7,559	44%
6 Domestic Shuffle	152	42%	377	226	149%	56%	315	164	108%	56%	10,969	56%
7 Total Flights	362	100%	669	307	85%	100%	565	203	56%	100%	18,528	100%
8 Total Domestic (Remove Connect + Shuffle)	208	57%	444	236	114%	66%	368	161	77%	65%	12,355	65%
9 # Week Days (non-Holiday)	21		21	0	1%		20	(1)	(5%)		641	

ICE Air Removal Destination Cities

	Pre-Biden		Ytd Average				Current Month				Flights since 01/21/21	
	Nov/Dec 2020	% of	Ytd	H/(L)	% H/(L)	% of	Current	H/(L)	% H/(L)	% of	Flights since 01/21/21	% of
	Mo Avg	Flights	Mo Avg	Pre-Biden	Pre-Biden	Flights	Month	Pre-Biden	Pre-Biden	Flights		Flights
Removal Destination												
1 Guatemala City, Guat	13	16%	31	18	141%	27%	28	15	115%	28%	767	24%
2 Honduras	0	0%	26	26	n/a	23%	38	38	n/a	38%	684	21%
3 San Salvador, El Salv	12	14%	7	(4)	(38%)	6%	8	(4)	(30%)	8%	316	10%
4 Colombia	1	1%	16	15	1514%	14%	9	8	800%	9%	311	10%
5 Port-au-Prince, Haiti	3	3%	1	(2)	(66%)	1%	0	(3)	(100%)	0%	257	8%
6 Ecuador	6	7%	17	11	183%	15%	4	(2)	(33%)	4%	212	7%
7 Villahermosa, Mexico	5	5%	0	(5)	(100%)	0%	0	(5)	(100%)	0%	109	3%
8 Guadalajara, Mexico	9	11%	0	(9)	(100%)	0%	0	(9)	(100%)	0%	58	2%
9 Brazil	1	1%	1	1	100%	1%	0	(1)	(100%)	0%	73	2%
10 Santo Domingo, DR	2	2%	3	1	71%	3%	2	0	0%	2%	68	2%
11 Mexico City, Mexico	9	11%	0	(9)	(100%)	0%	0	(9)	(100%)	0%	49	2%
12 Managua, Nicaragua	2	2%	2	0	14%	2%	1	(1)	(33%)	1%	54	2%
13 Tapachula, Mexico	0	0%	0	0	n/a	0%	0	0	n/a	0%	56	2%
14 Callao, Peru	0	0%	4	4	n/a	4%	3	3	n/a	3%	46	1%
15 Kingston, Jamaica	1	1%	1	0	0%	1%	1	0	0%	1%	31	1%
16 Queretaro, Mexico	8	10%	0	(8)	(100%)	0%	0	(8)	(100%)	0%	10	0%
17 Morelia, Mexico	5	5%	0	(5)	(100%)	0%	0	(5)	(100%)	0%	20	1%
18 Cap-Haitien, Haiti	0	0%	0	0	n/a	0%	0	0	n/a	0%	26	1%
19 Puebla, Mexico	4	5%	0	(4)	(100%)	0%	0	(4)	(100%)	0%	4	0%
20 Liberia	1	1%	1	0	14%	1%	0	(1)	(100%)	0%	8	0%
21 Cuba	1	1%	1	0	14%	1%	1	1	100%	1%	4	0%
22 Nigeria	1	1%	0	(0)	(43%)	0%	0	(1)	(100%)	0%	4	0%
23 Kenya	0	0%	0	0	n/a	0%	0	0	n/a	0%	3	0%
24 Ghana	0	0%	0	0	n/a	0%	0	0	n/a	0%	4	0%
25 Dem Rep of Congo	1	1%	0	(0)	(71%)	0%	0	(1)	(100%)	0%	2	0%
26 Piarco, Trinidad	0	0%	0	0	n/a	0%	0	0	n/a	0%	2	0%
27 Mauritania	0	0%	0	0	n/a	0%	1	1	n/a	1%	2	0%
28 Angola	1	1%	0	(0)	(43%)	0%	0	(1)	(100%)	0%	2	0%
29 Vietnam	0	0%	0	0	n/a	0%	1	1	n/a	1%	2	0%
30 Lungi, Sierra Leone	0	0%	0	0	n/a	0%	0	0	n/a	0%	2	0%
31 Timehri, Guyana	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	1	0%
32 Senegal	1	1%	0	(0)	(71%)	0%	1	1	100%	1%	1	0%
33 Other	2	2%	1	(1)	(43%)	1%	1	(1)	(33%)	1%	15	0%
34 Total	83	100%	114	31	38%	100%	99	16	19%	100%	3,206	100%
35 # Week Days (non-Holiday)	21		21	0	1%		20	(1)	(5%)		641	

ICE Air Weekly Flight Mix -

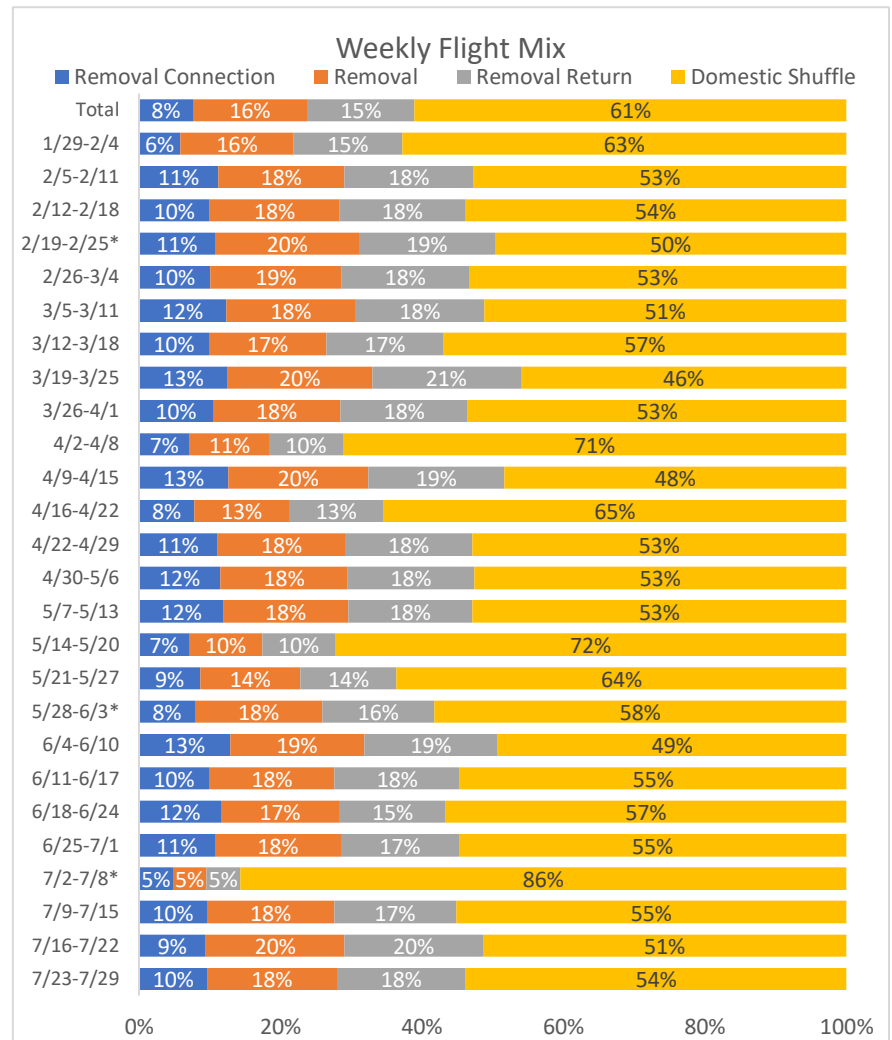
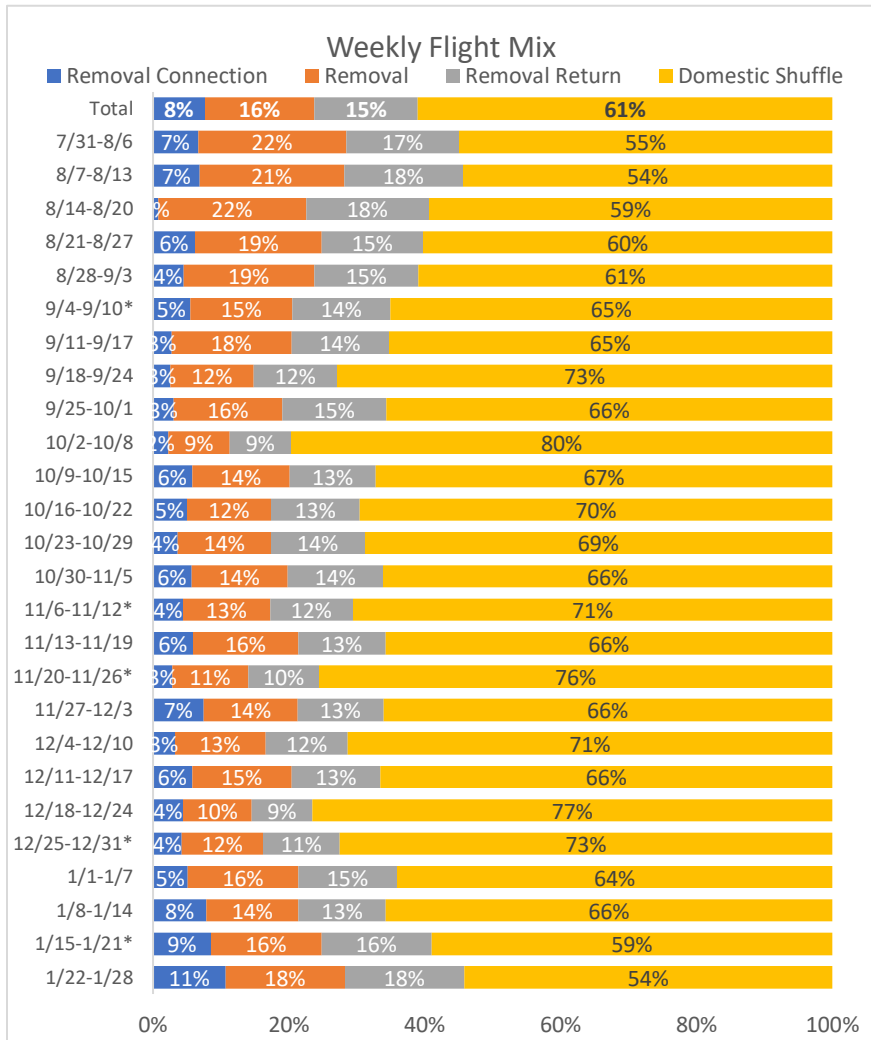
Rolling 12 Months



^ short week
* Holiday

Ice Air Weekly Flight Mix - %

Rolling 12 Months



^ short week
* Holiday

ICE Air Domestic Last 6 months (Feb-Jul)

Departure City	Destination City												Total	% of Total
	Alexandria, LA	El Paso, TX	Harlingen, TX	Laredo, TX	Phoenix, AZ	Yuma, AZ	San Antonio, TX	San Diego, CA	Tucson, AZ	Columbus, GA	Miami, FL	Other		
Alexandria, LA		23	115	9	88	29	32	10	1	10	9	42	368	14%
Harlingen, TX	60	86	1	34	9	18	15	11	12	9	28	73	356	13%
El Paso, TX	28		63	59	27	27	12	21	34	2	2	49	324	12%
Phoenix, AZ	55	70	6	1	1	33	9	17	2	4		99	297	11%
San Antonio, TX	23	76	25	104	9	10		13		1	2	20	283	10%
Laredo, TX	21	65	10		3	23	3	2	21		1	3	152	6%
Yuma, AZ	52	26	24	29					3	1		14	149	5%
San Diego, CA	35	14	9	7	24	4		17				3	113	4%
Tucson, AZ	2	27	14	25	1	3	1	18		1		2	94	3%
Miami, FL	33	1	6	5			5			30		13	93	3%
Columbus, GA	32	1	11	3	5	1	6				2	2	63	2%
Other	99	38	21	7	51	1	33	23	2	3	12	142	432	16%
Total	440	427	305	283	218	149	116	115	92	61	56	462	2,724	100%
% of Total	16%	16%	11%	10%	8%	5%	4%	4%	3%	2%	2%	17%	100%	

ICE Air Removals Last 6 months (Feb-Jul)

Departure City	Destination City												Total	% of Total
	Guatemala City, Guatemala	Honduras	Colombia	Ecuador	San Salvador, El Salvador	Callao, Peru	Santo Domingo, Dominican Republic	Managua, Nicaragua	Kingston, Jamaica	Brazil	Port-au-Prince, Haiti	Other		
Alexandria, LA	31	35	43	1	10	1	21	10	6	3	4	0	165	23%
Harlingen, TX	47	29	30		26							0	132	18%
El Paso, TX	81	16	6		5							0	108	15%
San Salvador, El Salvador	1		3	85		6						0	95	13%
Laredo, TX	9	52	5	3								0	69	10%
Honduras				7	2	18						0	27	4%
Mission/McAllen/Edinburg, TX	11	10	2									0	23	3%
Houston, TX	4	9	5		1		1					0	20	3%
Phoenix, AZ	10	1	2	2			4					0	19	3%
San Antonio, TX	2	13	2									0	17	2%
Miami, FL		2								1	4		7	1%
Other	1	1	6	1	0	1	0	0	0	3	0	21	34	5%
Total	197	168	104	99	44	30	22	10	6	6	5	25	716	100%
% H(L)	28%	23%	15%	14%	6%	4%	3%	1%	1%	1%	1%	3%	100%	

Appendix – Full Year 2022, 2021, and 2020

Total ICE Air Flights YTD 2022 – Removal and Domestic

Flight Category	<i>Rolling 12 months</i>												Year To Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	Prior 6 mth Avg	% H/(L)	Prior Yr Ytd	% H/(L)
1 Removal	112	112	128	115	142	139	142	140	107	83	101	95	1,416	18%	1,416	18%	(6)	(6%)	(24)	(20%)	367	35%
2 Removal Connection	<u>33</u>	<u>28</u>	<u>45</u>	<u>47</u>	<u>77</u>	<u>42</u>	<u>45</u>	<u>35</u>	<u>24</u>	<u>28</u>	<u>37</u>	<u>37</u>	<u>478</u>	6%	<u>478</u>	6%	<u>0</u>	0%	<u>2</u>	5%	<u>(2)</u>	(0%)
3 Total Outbound Removal	145	140	173	162	219	181	187	175	131	111	138	132	1,894	24%	1,894	24%	(6)	(4%)	(22)	(14%)	365	24%
4 Removal Return	<u>104</u>	<u>104</u>	<u>124</u>	<u>110</u>	<u>138</u>	<u>129</u>	<u>122</u>	<u>112</u>	<u>97</u>	<u>82</u>	<u>93</u>	<u>86</u>	<u>1,301</u>	16%	<u>1,301</u>	16%	<u>(7)</u>	(8%)	<u>(20)</u>	(19%)	<u>365</u>	39%
5 Total Removal Related	249	244	297	272	357	310	309	287	228	193	231	218	3,195	40%	3,195	40%	(13)	(6%)	(42)	(16%)	730	30%
6 Domestic Shuffle	362	275	331	362	455	331	308	399	436	492	523	511	4,785	60%	4,785	60%	(12)	(2%)	96	23%	1,126	31%
7 Total Flights	611	519	628	634	812	641	617	686	664	685	754	729	7,980	100%	7,980	100%	(25)	(3%)	55	8%	1,856	30%
8 Total Domestic (Remove Connect + Shuffle)	395	303	376	409	532	373	353	434	460	520	560	548	5,263	66%	5,263	66%	(12)	(2%)	98	22%	1,124	27%
9 # Week Days (non-Holiday)	20	19	23	21	21	21	20	23	21	21	20	22	252		252		2	10%	1	5%	(2)	(1%)

ICE Air Removal Destination Cities YTD 2022 (1 of 2)

	Removal Destination	Rolling 12 months												Year to		Last 12		Current Month		Current Month		Year to Date	
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Date	% of Flights	Months	% of Flights	H/(L)	% H/(L)	Prior 6 mth Avg	% H/(L)	Prior Yr Ytd	% H/(L)
1	Guatemala City, Guat	23	34	41	27	32	44	46	29	25	20	26	22	369	26%	369	26%	(4)	(15%)	(10)	(31%)	185	101%
2	Honduras	27	34	34	31	30	39	36	32	28	22	23	22	358	25%	358	25%	(1)	(4%)	(8)	(27%)	209	140%
3	Colombia	2	2	10	18	21	17	19	23	22	20	17	15	186	13%	186	13%	(2)	(12%)	(5)	(24%)	174	1450%
4	San Salvador, El Salv	12	15	13	8	12	18	30	32	13	10	11	10	184	13%	184	13%	(1)	(9%)	(9)	(47%)	94	104%
5	Port-au-Prince, Haiti	32	13	10	17	36	6	2	3	1	0	0	1	121	9%	121	9%	1	n/a	(1)	(50%)	(11)	(8%)
6	Brazil	6	8	4	2	1	1	3	10	2	2	2	1	42	3%	42	3%	(1)	(50%)	(2)	(70%)	18	75%
7	Ecuador	1	1	0	1	1	2	1	1	3	2	8	13	34	2%	34	2%	5	63%	10	359%	(28)	(45%)
8	Santo Domingo, DR	2	2	2	2	2	3	2	2	2	2	2	2	25	2%	25	2%	0	0%	(0)	(8%)	4	19%
9	Managua, Nicaragua	2	2	2	2	1	3	2	2	2	2	2	3	25	2%	25	2%	1	50%	1	38%	7	39%
10	Callao, Peru	0	0	0	0	0	0	0	2	5	3	4	1	15	1%	15	1%	(3)	(75%)	(1)	(57%)	15	n/a
11	Kingston, Jamaica	1	0	2	1	1	1	1	1	1	0	2	1	12	1%	12	1%	(1)	(50%)	0	0%	0	0%
12	Guadalajara, Mexico	0	1	4	4	2	0	0	0	0	0	0	0	11	1%	11	1%	0	n/a	0	n/a	(41)	(79%)
13	Mexico City, Mexico	0	0	4	2	0	0	0	0	0	0	0	0	6	0%	6	0%	0	n/a	0	n/a	(43)	(88%)
14	Cap-Haitien, Haiti	4	0	0	0	0	0	0	0	0	0	0	0	4	0%	4	0%	0	n/a	0	n/a	(18)	(82%)
15	Liberia	0	0	1	0	1	1	0	1	0	0	0	0	4	0%	4	0%	0	n/a	(0)	(100%)	4	n/a
16	Ghana	0	0	0	0	1	0	0	1	0	0	0	1	3	0%	3	0%	1	n/a	1	500%	3	n/a
17	Nigeria	0	0	0	0	0	2	0	0	0	0	0	0	2	0%	2	0%	0	n/a	(0)	(100%)	2	n/a
18	Lungi, Sierra Leone	0	0	1	0	0	1	0	0	0	0	0	0	2	0%	2	0%	0	n/a	(0)	(100%)	2	n/a
19	Kenya	0	0	0	0	0	0	0	0	0	1	0	0	1	0%	1	0%	(1)	(100%)	(0)	(100%)	0	0%
20	Dem Rep of Congo	0	0	0	0	0	0	0	1	0	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a

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ICE Air Removal Destination Cities YTD 2022 (2 of 2)

	<i>Rolling 12 months</i>																Current Month		Year to Date			
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec									Year to Date	% of Flights
Removal Destination																						
21 Vientiane, Laos	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a
22 Ouagadougou, Burk Fas	0	0	0	0	1	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
23 Juba, South Sudan	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	1	0%	(1)	(100%)	(0)	(100%)	1	n/a
24 Punta Europa, Equ Guin	0	0	0	0	0	1	0	0	0	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a
25 Khartoum, Sudan	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	1	0%	(1)	(100%)	(0)	(100%)	1	n/a
26 Phnom Penh, Cambodia	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a
27 Lome, Togo	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	0%	1	n/a	1	n/a	1	n/a
28 Dhaka, Bangladesh	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a
29 Tirana, Albania	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	1	0%	(1)	(100%)	(0)	(100%)	1	n/a
30 Other	0	0	0	0	0	0	0	0	0	0	0	2	2	0%	2	0%	2	n/a	2	n/a	(219)	(99%)
31 Total	112	112	128	115	142	139	142	140	107	83	101	95	1,416	100%	1,416	100%	(6)	(6%)	(24)	(20%)	367	35%
32 Mexico Total	0	1	8	6	2	0	0	0	0	0	0	0	17	0%	17	1%	0	n/a	0	n/a	(298)	(95%)
33 Africa Total	0	0	2	0	3	5	0	3	0	0	3	2	18	0%	18	1%	(1)	(33%)	0	9%	15	500%
34 # Week Days (non-Holiday)	20	19	23	21	21	21	20	23	21	21	20	22	252		252		2	10%	1	5%	(2)	(1%)

Total ICE Air Flights YTD 2021 – Removal and Domestic

Flight Category	<i>Rolling 12 months</i>												Year To Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg	H/(L)	% H/(L)
1 Removal	81	70	49	39	47	35	47	97	193	137	133	121	1,049	17%	1,049	17%	(12)	(9%)	14	13%	40	4%
2 Removal Connection Total Outbound	<u>52</u>	<u>50</u>	<u>35</u>	<u>26</u>	<u>22</u>	<u>20</u>	<u>28</u>	<u>52</u>	<u>50</u>	<u>54</u>	<u>50</u>	<u>41</u>	<u>480</u>	8%	<u>480</u>	8%	<u>(9)</u>	<u>(18%)</u>	<u>(1)</u>	<u>(3%)</u>	<u>(199)</u>	<u>(29%)</u>
3 Removal	133	120	84	65	69	55	75	149	243	191	183	162	1,529	25%	1,529	25%	(21)	(11%)	13	8%	(159)	(9%)
4 Removal Return	<u>71</u>	<u>61</u>	<u>43</u>	<u>32</u>	<u>35</u>	<u>29</u>	<u>38</u>	<u>86</u>	<u>174</u>	<u>126</u>	<u>126</u>	<u>115</u>	<u>936</u>	15%	<u>936</u>	15%	<u>(11)</u>	<u>(9%)</u>	<u>19</u>	19%	<u>4</u>	0%
5 Total Removal Related	204	181	127	97	104	84	113	235	417	317	309	277	2,465	40%	2,465	40%	(32)	(10%)	31	13%	(155)	(6%)
6 Domestic Shuffle	149	127	270	368	245	255	344	458	352	364	321	406	3,659	60%	3,659	60%	85	26%	57	16%	1,434	64%
7 Total Flights	353	308	397	465	349	339	457	693	769	681	630	683	6,124	100%	6,124	100%	53	8%	88	15%	1,279	26%
8 Total Domestic (Remove Connect + Shuffle)	201	177	305	394	267	275	372	510	402	418	371	447	4,139	68%	4,139	68%	76	20%	56	14%	1,235	43%
9 # Week Days (non-Holiday)	19	19	23	22	20	22	22	22	21	21	20	23	254		254		3	15%	2	8%	(1)	(0%)

ICE Air Removal Destination Cities YTD 2021 (1 of 2)

	<i>Rolling 12 months</i>												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	H/(L)	% H/(L)	Prior Yr	Prior Yr
Removal Destination													Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month H/(L)	Current Month % H/(L)	Current Month H/(L)	Current Month % H/(L)	Year to Date H/(L)	Year to Date % H/(L)
1 Guatemala City, Guat	7	6	5	3	5	3	5	10	34	37	43	26	184	18%	184	18%	(17)	(40%)	4	18%	(63)	(26%)
2 Honduras	8	5	8	9	11	8	10	14	20	12	14	30	149	14%	149	14%	16	114%	17	131%	(51)	(26%)
3 Port-au-Prince, Haiti	2	14	10	6	2	0	1	2	39	18	9	29	132	13%	132	13%	20	222%	18	152%	95	257%
4 Villahermosa, Mexico	4	2	2	4	5	4	4	20	22	20	20	5	112	11%	112	11%	(15)	(75%)	(10)	(67%)	75	203%
5 San Salvador, El Salv	12	10	4	3	4	4	4	4	11	11	14	9	90	9%	90	9%	(5)	(36%)	1	13%	(21)	(19%)
6 Ecuador	5	6	4	5	7	4	3	5	11	5	3	4	62	6%	62	6%	1	33%	(1)	(23%)	18	41%
7 Tapachula, Mexico	0	0	0	0	0	0	0	16	20	15	5	0	56	5%	56	5%	(5)	(100%)	(9)	(100%)	56	n/a
8 Guadalajara, Mexico	8	5	2	1	0	0	8	9	4	4	7	4	52	5%	52	5%	(3)	(43%)	(1)	(25%)	(20)	(28%)
9 Mexico City, Mexico	8	5	4	4	4	5	4	4	2	2	4	3	49	5%	49	5%	(1)	(25%)	(1)	(14%)	(24)	(33%)
10 Morelia, Mexico	4	4	1	0	0	0	0	4	2	2	4	2	23	2%	23	2%	(2)	(50%)	0	0%	0	0%
11 Cap-Haitien, Haiti	0	0	0	0	0	0	0	0	19	3	0	0	22	2%	22	2%	0	n/a	(4)	(100%)	22	n/a
12 Santo Domingo, DR	2	2	2	1	2	2	1	1	2	2	2	2	21	2%	21	2%	0	0%	0	20%	0	0%
13 Brazil	0	0	0	0	1	2	4	4	3	4	3	3	24	2%	24	2%	0	0%	(0)	(10%)	3	14%
14 Managua, Nicaragua	2	1	2	1	2	1	1	1	2	1	2	2	18	2%	18	2%	0	0%	1	50%	(1)	(5%)
15 Queretaro, Mexico	8	6	2	0	0	0	0	0	0	0	0	0	16	2%	16	2%	0	n/a	0	n/a	(17)	(52%)
16 Bogota, Colombia	1	1	1	1	1	1	0	2	1	0	2	1	12	1%	12	1%	(1)	(50%)	0	0%	0	0%
17 Kingston, Jamaica	1	1	1	1	1	1	1	1	1	1	1	1	12	1%	12	1%	0	0%	0	0%	1	9%
18 Puebla, Mexico	5	2	0	0	0	0	0	0	0	0	0	0	7	1%	7	1%	0	n/a	0	n/a	(12)	(63%)
19 Piarco, Trinidad	1	0	0	0	1	0	1	0	0	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	1	50%
20 Kenya	1	0	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	(1)	(50%)
21 Timehri, Guyana	0	0	0	0	1	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	(1)	(50%)

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ICE Air Removal Destination Cities YTD 2021 (2 of 2)

Removal Destination	Rolling 12 months												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	H/(L)	% H/(L)	Prior Yr	% H/(L)
22 Gambia	1	0	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
23 Vietnam	0	0	1	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
24 Mauritania	1	0	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
25 Callao, Peru	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(3)	(100%)
26 Nassau, Bahamas	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
27 Dem Rep of Congo	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
28 Liberia	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
29 Cameroon	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
30 Guinea	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
31 Panama City, Panama	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
32 Cuba	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
33 Sierra Leone	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
34 Belize City, Belize	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
35 Nigeria	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
36 Argyle, Saint Vincent	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
37 Cote d'Ivoire	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
38 Ghana	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
39 San Jose, Costa Rica	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
40 Senegal	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
41 Angola	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
42 Total	81	70	49	39	47	35	47	97	193	137	133	121	1,049	100%	1,049	100%	(12)	(9%)	14	13%	40	4%
43 Mexico Total	37	24	11	9	9	9	16	53	50	43	40	14	315	30%	315	30%	(26)	(65%)	(21)	(60%)	58	23%
44 Africa Total	3	0	0	0	0	0	0	0	0	0	0	0	3	0%	3	0%	0	n/a	0	n/a	(12)	(80%)
45 # Week Days (non-Holiday)	19	19	23	22	20	22	22	22	21	21	20	23	254		254		3	15%	2	8%	(1)	(0%)

Total ICE Air Flights YTD 2020 – Removal and Domestic

Flight Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date	% of Flights	Current Month		Current Month		Current Month	
															H/(L) Pr Mth	% H/(L) Pr Mth	H/(L) Pre-COVID Mth Avg	% H/(L) Pre-COVID Mth Avg	H/(L) In-COVID Mth Avg	% H/(L) In-COVID Mth Avg
1 Removal	92	101	91	47	60	68	82	70	100	132	83	83	1,009	21%	0	0%	(17)	(17%)	3	4%
2 Removal Connection	<u>61</u>	<u>66</u>	<u>51</u>	<u>37</u>	<u>49</u>	<u>45</u>	<u>61</u>	<u>53</u>	<u>68</u>	<u>76</u>	<u>51</u>	<u>61</u>	<u>679</u>	14%	<u>10</u>	20%	<u>(4)</u>	(6%)	<u>7</u>	12%
3 Total Outbound Removal	153	167	142	84	109	113	143	123	168	208	134	144	1,688	35%	10	7%	(20)	(12%)	10	7%
4 Removal Return	<u>88</u>	<u>93</u>	<u>83</u>	<u>44</u>	<u>57</u>	<u>69</u>	<u>82</u>	<u>67</u>	<u>90</u>	<u>116</u>	<u>73</u>	<u>70</u>	<u>932</u>	19%	<u>(3)</u>	(4%)	<u>(23)</u>	(25%)	<u>(4)</u>	(5%)
5 Total Removal Related	241	260	225	128	166	182	225	190	258	324	207	214	2,620	54%	7	3%	(43)	(17%)	6	3%
6 Domestic Shuffle	191	210	264	152	192	204	178	164	192	175	149	154	2,225	46%	5	3%	(57)	(27%)	(25)	(14%)
7 Total Flights	432	470	489	280	358	386	403	354	450	499	356	368	4,845	100%	12	3%	(100)	(21%)	(19)	(5%)
8 Total Domestic (Deport Connect + Shuffle)	252	276	315	189	241	249	239	217	260	251	200	215	2,904	60%	15	8%	(61)	(22%)	(18)	(8%)
9 # Week Days (non-Holiday)	21	19	22	22	20	22	23	21	21	22	20	22	255		2	10%	2	10%	0	2%

Pre-COVID = Jan 1 to Mar 13
 In-COVID = Mar 14 to Dec 31

ICE Air Removal Destination Cities YTD 2020 (1 of 2)

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date	% of Flights	Current Month		Current Month		Current Month	
																H/(L) Pr Mth	% H/(L) Pr Mth	H/(L) Pre-COVID	% H/(L) Pre-COVID	H/(L) In-COVID	% H/(L) In-COVID
Removal Destination Cities																					
1	Guatemala City, Guatemala	42	45	33	10	7	7	13	14	21	29	17	9	247	24%	(8)	(47%)	(34)	(79%)	(6)	(38%)
2	Honduras	27	24	19	18	23	19	18	14	15	23	0	0	200	20%	0	n/a	25	100%	(14)	(100%)
3	San Salvador, El Salvador	11	11	14	8	9	6	9	4	8	8	11	12	111	11%	1	9%	(0)	(3%)	4	43%
4	Mexico City, Mexico	0	0	0	0	8	12	10	8	9	8	8	10	73	7%	2	25%	10	n/a	2	30%
5	Guadalajara, Mexico	2	7	5	0	0	5	9	8	9	9	8	10	72	7%	2	25%	5	92%	4	61%
6	Ecuador	2	3	7	2	2	2	2	3	2	7	5	7	44	4%	2	40%	3	94%	3	90%
7	Villahermosa, Mexico	0	0	0	0	0	6	7	8	4	3	5	4	37	4%	(1)	(20%)	4	n/a	0	3%
8	Port-au-Prince, Haiti	2	2	2	2	2	2	2	3	3	12	3	2	37	4%	(1)	(33%)	0	0%	(1)	(41%)
9	Queretaro, Mexico	0	0	0	0	0	0	0	0	8	9	8	8	33	3%	0	0%	8	n/a	5	130%
10	Morelia, Mexico	0	0	0	0	0	0	3	4	3	4	5	4	23	2%	(1)	(20%)	4	n/a	2	65%
11	Santo Domingo, DR	2	2	1	2	2	2	2	2	0	2	2	2	21	2%	0	0%	0	0%	0	19%
12	Managua, Nicaragua	1	2	2	2	1	2	2	0	1	3	2	1	19	2%	(1)	(50%)	(1)	(38%)	(1)	(37%)
13	Puebla, Mexico	0	0	0	0	0	0	0	1	5	5	4	4	19	2%	0	0%	4	n/a	2	100%
14	Brazil	1	3	7	2	2	1	1	1	1	1	0	1	21	2%	1	n/a	(2)	(64%)	(0)	(32%)
15	Bogota, Colombia	1	1	1	0	2	1	1	0	2	1	1	1	12	1%	0	0%	0	25%	(0)	(5%)
16	Kingston, Jamaica	1	1	0	1	1	1	1	0	2	1	1	1	11	1%	0	0%	0	25%	0	6%
17	Callao, Peru	0	0	0	0	1	0	1	0	0	1	0	0	3	0%	0	n/a	0	n/a	(0)	(100%)
18	Cameroon	0	0	0	0	0	0	0	0	0	1	1	0	2	0%	(1)	(100%)	0	n/a	(0)	(100%)
19	Kenya	0	0	0	0	0	0	0	0	1	1	0	0	2	0%	0	n/a	0	n/a	(0)	(100%)
20	Liberia	0	0	0	0	0	0	0	0	1	0	0	1	2	0%	1	n/a	1	n/a	1	375%

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ICE Air Removal Destination Cities YTD 2020 (2 of 2)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date	% of Flights	Current Month		Current Month		Current Month		
															H/(L) Pr Mth	% H/(L) Pr Mth	H/(L) Pre-COVID	% H/(L) Pre-COVID	H/(L) In-COVID	% H/(L) In-COVID	
Removal Destination Cities																					
21 Dem Rep of Congo	0	0	0	0	0	0	0	0	0	1	1	0	2	0%	(1)	(100%)	0	n/a	(0)	(100%)	
22 Piarco, Trinidad	0	0	0	0	0	1	0	0	0	1	0	0	2	0%	0	n/a	0	n/a	(0)	(100%)	
23 Timehri, Guyana	0	0	0	0	0	0	0	0	1	0	0	1	2	0%	1	n/a	1	n/a	1	375%	
24 Nassau, Bahamas	0	0	0	0	0	1	0	0	0	1	0	0	2	0%	0	n/a	0	n/a	(0)	(100%)	
25 Senegal	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%	
26 Belize City, Belize	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)	
27 Sierra Leone	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%	
28 Panama City, Panama	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)	
29 Nigeria	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%	
30 Ghana	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)	
31 Angola	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	(1)	(100%)	0	n/a	(0)	(100%)	
32 Cote d'Ivoire	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)	
33 Guinea	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%	
34 Argyle, Saint Vincent	0	0	0	0	0	0	1	0	0	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)	
35 San Jose, Costa Rica	0	0	0	0	0	0	0	0	0	1	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)	
36 Cuba	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%	
37 Total	92	101	91	47	60	68	82	70	100	132	83	83	1,009	100%	0	0%	(17)	(17%)	3	4%	
38 Mexico Total	2	7	5	0	8	23	29	29	38	38	38	40	257	25%	2	5%	35	669%	14	56%	
39 Africa Total	0	0	0	0	0	0	0	0	4	3	3	5	15	1%	2	67%	5	n/a	3	217%	
40 # Week Days (non-Holiday)	21	19	22	22	20	22	23	21	21	22	20	22	255		2	10%	2	10%	0	2%	

Pre-COVID = Jan 1 to Mar 13
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