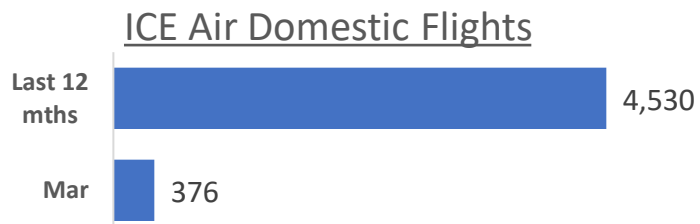
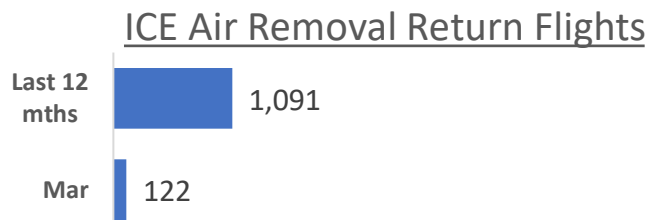
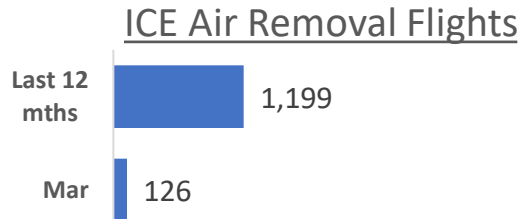
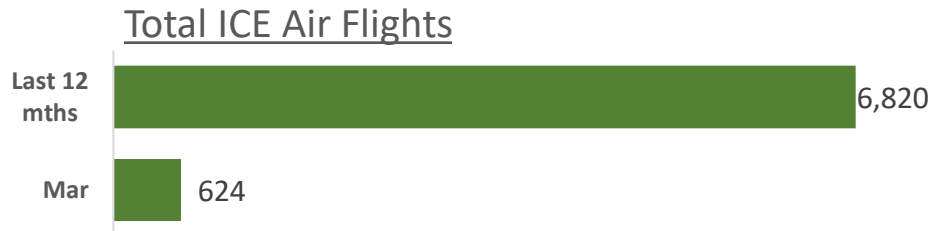


# ICE Air Flights

## March 2022 and Last 12 Months



- April 5, 2022

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

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**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.***

**[ICE Air Research and Tracking Support:](#)**

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

## ICE AIR EXECUTIVE SUMMARY – March 2022

- 12,714 TOTAL ICE AIR FLIGHTS OPERATED IN 2020/2021/YTD2022. SINCE INAUGURATION: 7,617 TOTAL FLIGHTS.
- 2,404 REMOVAL FLIGHTS OPERATED IN 2020/2021/YTD2022. SINCE INAUGURATION: 1,341 REMOVAL FLIGHTS.
- 624 TOTAL ICE AIR FLIGHTS OPERATED IN MARCH, UP 105 (20%) FROM THE PRIOR MONTH AND UP 227 (57%) FROM MARCH 2021.
- 126 REMOVAL FLIGHTS IN MARCH, UP 14 (13%) FROM THE PRIOR MONTH AND UP 77 (157%) FROM MARCH 2021.
- COUNTRIES ACCEPTING DIRECT TITLE 42 FLIGHTS CONTINUE TO BE GUATEMALA, HONDURAS, EL SALVADOR, HAITI, BRAZIL, AND COLOMBIA (AS REPORTED LAST MONTH AT THE END OF FEBRUARY).
- ICE AIR CONTRACT CURRENT END DATE IS 30 JUNE, WITH POSSIBLE END DATE 30 SEPTEMBER.

**THE END OF TITLE 42.** We are pleased that President Biden and his Administration announced the end to the Trump/Miller Title 42 policy on 23 May that had no evidence-based rationale from a health perspective but had as its sole purpose the constriction of the legal right to seek protection under our asylum laws. Moreover, it's good to see that they are, at last, distancing themselves from the multi-generational trope that elicits fear of the 'infected immigrant.' We urge the Administration to, at a minimum, immediately rescind Title 42 for families rather than wait until 23 May. In February, there were under 8,000 family members expelled (only 250 per day) across our entire southern border. There is absolutely no need to prepare for almost two months to accept families and protect them from the impending dangers of another two months in the territories of violent criminal organizations.

We look forward to the day when ICE Air expulsion flights end. In March there were 126 likely removal flights with 90% of these flights to countries accepting the return of people subjected to Title 42. As an example, Colombia began accepting returns of those subject to Title 42 in March and ICE Air flights zoomed from about 2 per month to 10 in March. In almost every case, as a country begins to accept Title 42 flights the expulsion rates of families from those countries increase. Let's do the right thing. At least end Title 42 for families immediately.

### **LAST 12 MONTHS**

Over the last 12 months, all under President Biden, there have been a likely 6,820 ICE Air flight legs as compared to 4,845 in 2020, a startling and unexpected increase of 1,975 (41%) over 2020.

Of these flights, 1,199 were removal flights, an increase of 190 (19%) over the 1,009 in 2020.

Shuffle flights, those just moving people in the US to and between detention/deportation centers were 4,081 over the last 12 months, a staggering increase of 1,856 (83%) over the 2,225 in 2020 (pages 18,29).

### **MARCH 2022**

**Total Flights** of 624 in March, utilizing 25 different planes operated by 4 different charter carriers, were down 25 (4%) from the average of the prior 6 months. However, March was a massive 227 (57%) flights higher than March 2021. The flight total per month average for the last 6 months of 625 was a meaningful 113 (22%) more per month than the prior 6-month period of 512 (page 18).

**Removal Flights** in March of 126 were up 14 (13%) from the prior month and up a stunning 77 (155%) from March 2021. Notably, the removal flight total per month average for the last 6 months of 124 was 48 (63%) more per month than the prior 6-month period of 76 (page 18).

There were material increases in flights to Colombia (8; 2 to 10), as they began accepting flights with people subjected to T42 as reported in my February report. The increase in [encounters of Colombians](#) from 3,911 in January to 9,600 in February no doubt was a factor in negotiating the T42 return change with Colombia. Guatemala also increased (7; 34 to 41), and Mexico (7; 1 to 8). Our understanding is that flights to Mexico are repatriation flights not T42 flights. In February, [Mexico reported total repatriations of 23,062](#) from the US by land and air, the 2<sup>nd</sup> highest month since at least 2019. Flights to the interior, rather than land repatriations or expulsions, may be an attempt to deter encounters. Decreases were seen for Brazil (4; 8 to 4) as a temporary surge in flights after accepting T42 returns seems now to have returned to 1 per week. Mexico's visa requirements continue to make an impact as encounters of Brazilians in February fell again to 1,358, from 10,471 last September.

Flights to Haiti fell (3; 13 to 10) and March was the second lowest month since September. El Salvador decreased modestly (2; 15 to 13), perhaps because fewer flights were coupled with return flights to other countries.

### **Direct T42 flight influence (and visa "Regimes")**

Flights to countries now accepting T42 flights, Guatemala (41), Honduras (34), El Salvador (13), Haiti (10), Colombia (10), and Brazil (4), made up almost 90% of all removal flights in March (pages 19,20). To be clear, that does not mean everyone returned on these flights were subject to T42 since ICE does not disclose that information. However, it is incontrovertible that T42 flights are a significant strategic imperative, and an impactful tool ICE is deploying to deter migration through the threat of immediate return under T42.

The escalation of T42 acceptance and flights seems to have enabled the Administration to expel a higher percentage of family members in countries after T42 flight initiation. If we look at family expulsion rates for the months prior to T42 acceptance and after, we can see that in most cases (Guatemala, Honduras, Haiti, Brazil) expulsion rates increase, while El Salvador is the only country out of pattern. We highly suspect family expulsion rates of Colombians will increase when March numbers are reported (page 9 and notes).

It is also interesting that looking exclusively at the relatively consistent and low-level overall family expulsion rate belies the fact that there is great disparity between nationalities not amenable to T42 and where T42 flights are not accepted, and other countries. For example, in February, family expulsion rates for Guatemalans, Mexicans and Hondurans ranged between 75% - 82%, while Brazil (jumped from 4% to 45% with the start of T42 flights), El Salvador, and Haiti are in the 28% - 38% range. All other countries have virtually a 0% rate (page 9).

Complementing the deterrence intent of these flights are the **MX visa restrictions now in place for Ecuador (5 September), Brazil (11 December), and Venezuela (21 January)**. More countries are implementing new visa requirements. [Costa Rica](#) began requiring visas for visitors from Venezuela on 21 February and transit visas for Cuba and Nicaragua in addition to Venezuela. [Honduras](#) also began requiring visas for Venezuelans on 21 February. It has also been [rumored that Panama](#) was considering new transit visa requirements for Cubans.

If anyone doubts the impacts of [visa requirements on Venezuelans](#), we need only to look at the drop in encounters of Venezuelans from 22,779 in January to 3,072 in February. These changes in numbers are not without human impact however as the [UNHCR reports](#) record numbers of Venezuelans attempting to pass through the deeply dangerous Darien Gap now: more in the last two months than in all of 2021.

If anyone doubts the influence of the US on these visa requirements of other countries then I offer this quote from Emily Mendrala, Deputy Assistant Secretary, State Department, at a hearing on 2 March on the reinstatement of Remain in Mexico conducted by the House Homeland Border Security, Facilitation & Operations Committee.

*“..humanely manage the unprecedented mixed migration flows through consistent border enforcement, visa regimes, and other tools.”*

**Lateral Flights** fell to 15 in March from 19 in February, their lowest level since June 2020, and far below August and December at 74 and 72, respectively. Lateral flights continue to be employed primarily, as they have been since November, to “decompress” busy sectors and to move people to other processing locations, generally west to east now. Prior to November the primary intent was to move people for processing and expulsion by land and generally from east to west. In March, all 15 flights were from Yuma (one originated in El Paso prior to Yuma) to Laredo (12), Harlingen (2), and Tucson (1) (diverted from the plan to Laredo) (page 10).

**Shuffle flights** increased by 56 (20%) to 331 in March. About half of the increase can be accounted for by the increased number of days in March over February. The balance of the increase seems to be coming from a ramp up in the last half of the month with 37 more flights in the last half of the month than the first. In February they were evenly divided. This might suggest encounters accelerated during this time as would be typical of seasonal patterns. There is no discernable change in the locational volume or mix of the flights. There is no indication (yet) that people are being moved from detention centers along the border to the interior in anticipation of the end of T42. This is something to watch for as the expiration of T42 approaches on 23 May (page 18).

***Colombia*** flights zoomed up in March after flights were accepted with people subjected to T42 (reported in my February report), especially the last half of the month. There were 10 flights in March, up from 2 in February, and importantly, 9 of these were on the 11 March or after. This negotiated action followed encounters increasing from 3,911 in January to 9,600 in February. [News reports in Colombia](#) indicate there are about 100 people aboard each flight. Last month it was reported that Colombia would accept some Venezuelans back on a case-by-case basis. Based on conversations with Migration Colombia we believe **there have only been 2 Venezuelans returned and that as of 24 March Colombia has not authorized returns of any nationalities other than Colombians, and there are no discussions to do so (page 19).**

***Guatemala*** flights increased over their already substantial level from 34 in February to 41 in March, the 3<sup>rd</sup> highest month since January 2020 trailing only February 2020 (45) and November 2021 (43). Encounters of Guatemalans increased substantially from January (13,850) to February (18,175) most likely driving the flight increase as a deterrent measure (page 19).

With the 12 Mexican Government deportation flights (see below section on MX flights) added to the 41 ICE Air flights, Guatemala received 53 flights returning their citizens in March (page 19).

***Honduras*** flights remained at the elevated level of 34 in March, the same as February, the highest months in at least the last 2 years. Encounters of Hondurans increased from 12,003 in January to 13,887 in February (page 19).

With the 16 Mexican Government deportation flights to Honduras (see below section on MX flights) added to the 34 ICE Air flights, Honduras received 50 flights returning their citizens in March (page 19).

***El Salvador*** flights decreased slightly from 15 in February to 13 in March. However, only 1 flight in March was coupled with a flight to Honduras compared to around ½ last month so the number of people returned was likely higher than in February (page 19).

***Haiti*** flights dropped from 13 in February to 10 in March, the second lowest month since September. Encounters of Haitians fell from 3,371 in January to 1,808 in February, substantially below September at 17,638 (pages 15,19).

There have been 175 ICE Air removal flights to Haiti since 19 September returning around 19,000 Haitians. Since the inauguration, there have been 212 ICE Air return flights to Haiti returning around 21,000 Haitians, 1 of every 540 people in Haiti. Based on a rough estimate of \$25,000 per flight, US taxpayers have spent over \$5 million under this Administration to send Haitians, almost half women and children, to [deep danger in Haiti](#).

***Mexico*** flights increased from 1 in February to 8 in March as [repatriations to Mexico from the US of 23,062](#) approached the 3-year record monthly level of 23,892 in June 2021. There were 4 flights to each Guadalajara and Mexico City. Although these flights most likely accounted for only about 4% of repatriations, they are likely part of a program of deterrence. Encounters of Mexicans increased meaningfully from 60,232 in February to 71,210 in March.

**These flight levels are consistent with the first 5 months of 2021**, before the expulsion flights of Guatemalans and Hondurans to Villahermosa and Tapachula, respectively, operated August through mid-December. These levels **however are significantly below the levels seen of 23 – 40 flights per month in the last [half of 2020](#) when generally 25% of repatriations to Mexico were carried out by air (pages 19,20).**

**[Brazil](#)** flights receded to the last half of 2021 level of 4 per month in March from their elevated level of 6 in January and 8 in February as Brazil began accepting the return of people subject to T42. **Encounters of Brazilians fell precipitously as Mexico visa requirements took hold from 7,927 in December to 2,766 in January and 1,358 in February** allowing flights to recede. The **family expulsion rate of Brazilians shot up from 4% in December to 45% in February** as T42 flights began (page 19).

**[Other Removal Destinations](#)** included **The Dominican Republic (2), Nicaragua (2), and Jamaica (2)**. No flights to Ecuador were observed following only 1 each of the prior 2 months. Encounters of Ecuadorans remained very low at 682 in February, also impacted by Mexican visa requirements (page 19).

**[Mexico Operated Removal](#)** flights observed increased from 32 in February to 38 in March with flights to Cuba up 4 (1 to 5), Nicaragua up 3 (1 to 4), Honduras up 3 (13 to 16), and El Salvador up 1 (0 to 1). Offsetting these increases were **decreases in flights to Guatemala down 3 (15 to 12) and Ecuador down 2 (2 to 0)**. It should be noted that Magnicharter, Mexico's charter carrier, does file flight plans for Central American countries but does not for Cuba making these flights more difficult to identify accurately. **Internal movement flights to Tapachula fell from 4 to 2**, dramatically down from 31 in August. It appears deportation flights may be replacing the prior internal movement flights to Tapachula (page 14).

**[ICE AIR CONTRACT EXPIRATION](#)** [with Classic Air Charter](#), the broker who subcontracts to the actual airplane charter companies, has a **current end date of 30 June, with a possible extension until a potential end date of 30 September**. Everything about the current contract is opaque, and only some details are known from [court documents](#) relative to a bid protest by a losing bidder 5 years ago. **Based on a [draft ICE Air Performance Work Statement](#) for a new contract, there appear to be some interesting changes, none of which point to a meaningful diminution of ICE Air activity**. Just noting, the future is no less opaque than the current so it is possible that it will change. The Statement calls on the **contractor to provide no fewer than 12 aircraft to be exclusively available** for flights every day (Monday – Friday), 52 weeks of the year, with augmented flights as required.

It appears, what seems to have been a structure based only on flight hours, with a pricing guarantee of a **12,000-hour annual minimum, has been replaced with a two-component pricing structure**. The first component is a **fixed cost payment based on the cost of ownership of the exclusive aircraft**, and the second component is an **hourly flight payment**. There is no flight hour minimum, however, they do **indicate that historically ICE Air utilized approximately 13,000 flight hours per year and has projected an increase in “operational tempo” to 66 missions per week including 6 on the weekend**. An ICE Air mission typically includes **multiple flight legs** as we document. **This “tempo” seems to represent, by and large, the current state.**

## **MARCH FLIGHT SUMMARY**

*In March, there were 624 likely ICE Air flights, up 105 (20%) from February, and down 145 (19%) from the record high 769 in September. Still, up 275 (79%) from same month of 2021. Removal flights of 126 were up 14 (13%) from February, while domestic shuffle flights increased by 56 (20%).*

- 126 removal flights, with 122 return flights, to 10 different countries in Latin America and the Caribbean.
- - 45 domestic flights connecting directly to removal flights.
- - 331 domestic shuffle flights between deportation locations.
- - 376 domestic flights (connections and shuffle flights).
- - **Since President Biden's inauguration there have been 7,617 likely ICE Air flights** including 1,341 removal flights. Including just the 264 lateral flights before October 2021 as expulsion flights would yield 1,605 removal flights.

### **Last 12 Months**

- - 1,199 removal flights, with 1,091 return flights, to at least 11 countries in Latin America, the Caribbean, Africa, and Vietnam.
- - 449 domestic flights connecting directly to removal flights.
- - 4,081 domestic shuffle flights between removal locations.
- - 4,530 domestic flights (connections and shuffle flights).
- - 6,820 total flights.
- - 40% of flights were return related (removal, return and connections) and 60% were domestic shuffle flights.



## Impact of T42 Flights on Expulsion of Family Units

	April	May	June	July	August	September	October	November	December	January	February
<b>El Salvador (1)</b>	45%	27%	26%	22%	22%	36%	35%	31%	35%	34%	28%
<b>Guatemala (2)</b>	56%	36%	23%	18%	40%	70%	84%	78%	60%	77%	82%
<b>Honduras (3)</b>	45%	32%	19%	14%	22%	37%	58%	60%	60%	78%	75%
<b>Mexico</b>	57%	42%	32%	29%	33%	67%	84%	75%	71%	73%	76%
<b>Haiti (4)</b>	11%	5%	1%	1%	4%	27%	58%	38%	40%	49%	38%
<b>Brazil (5)</b>	0%	0%	0%	0%	0%	2%	0%	1%	4%	41%	45%
<b>Colombia (6)</b>	6%	9%	2%	6%	2%	1%	1%	1%	0%	0%	0%
<b>Other (7)</b>	7%	5%	4%	4%	5%	3%	1%	0%	0%	0%	1%
<b>Total</b>	<b>36%</b>	<b>21%</b>	<b>14%</b>	<b>12%</b>	<b>20%</b>	<b>27%</b>	<b>31%</b>	<b>26%</b>	<b>22%</b>	<b>26%</b>	<b>29%</b>

*ICEAir does not generally acknowledge specific flight processes. Based on best available insights.*

**(1) El Salvador T42 acceptance began in January**

**(2) Flights to Tapachula began in August with chain expulsions of Guatemalans. Direct T42 Flights began 2 September.**

**(3) Flights to Villahermosa began in August with chain expulsion of Hondurans. Direct T42 Flights began December.**

**(4) Mass Haiti T 42 flights in September forward. Early in 2021, it appears there were some as well.**

**(5) Brazil T42 flights began at the end of January (believed to be the 25th).**

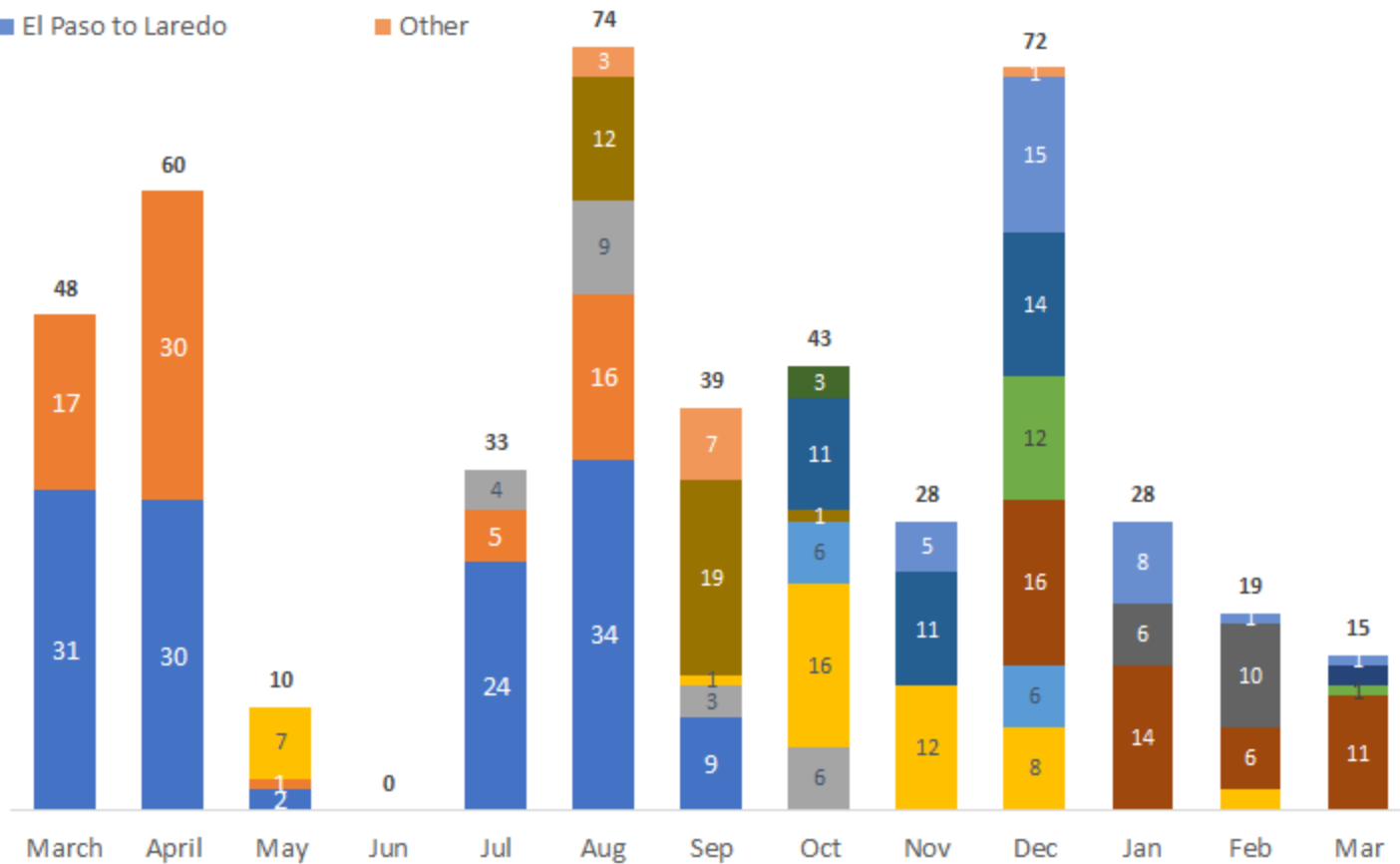
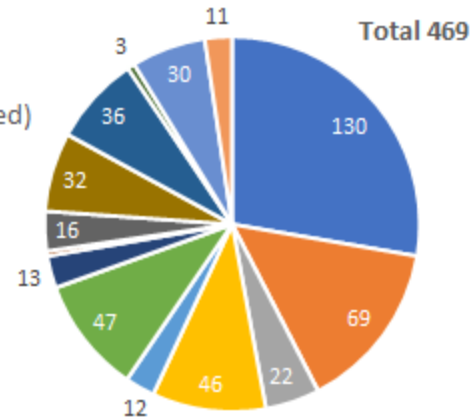
**(6) Colombia began accepting T42 flights in March. Flight volume in March went from 2 to 10 .**

**(7) The decrease reflects the impact of the significant increase Ap-Jan in Venezuelan encounters (2.7k to 9k) with 0%-1% expulsions.**

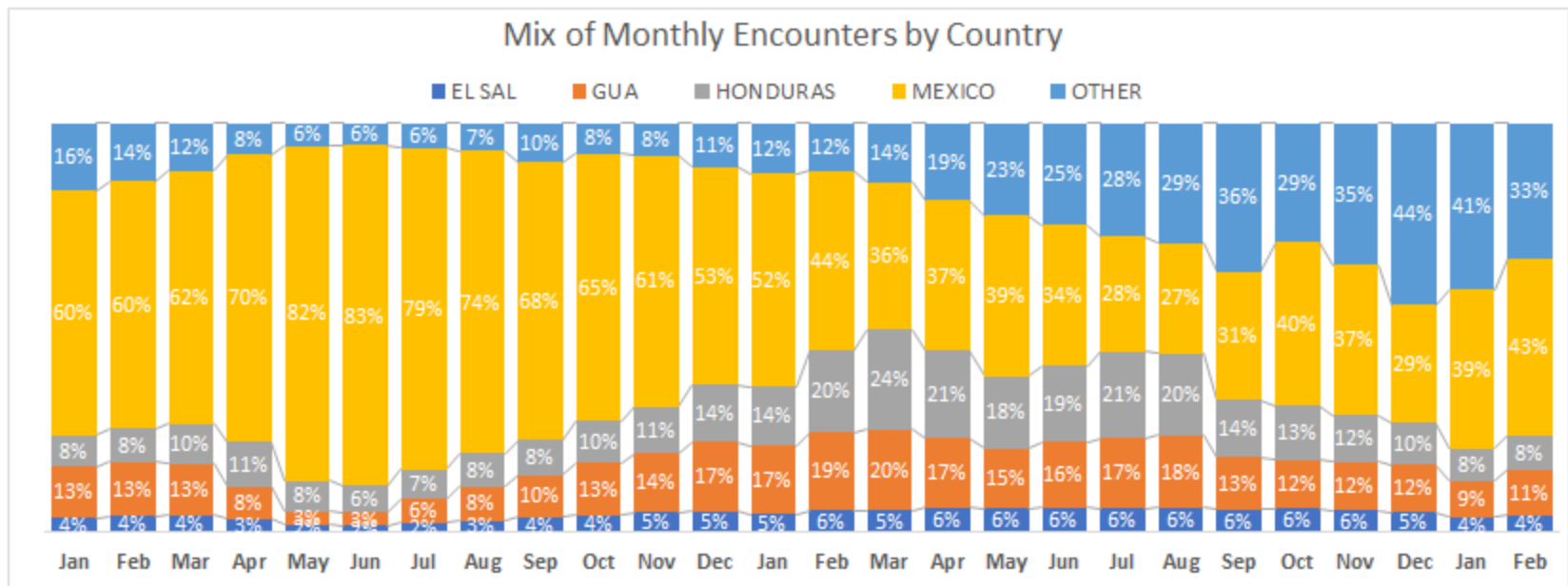
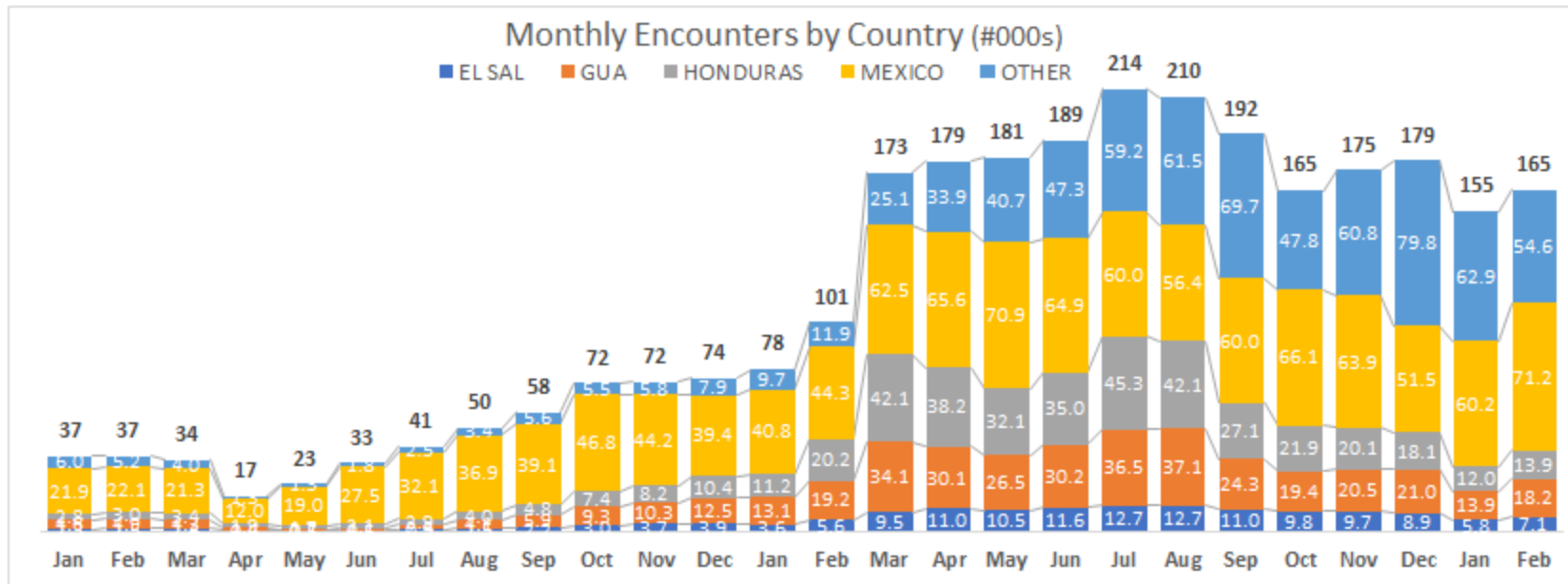
# Lateral Flights

Started March 8th  
100 Expelled from each flight (as reported)

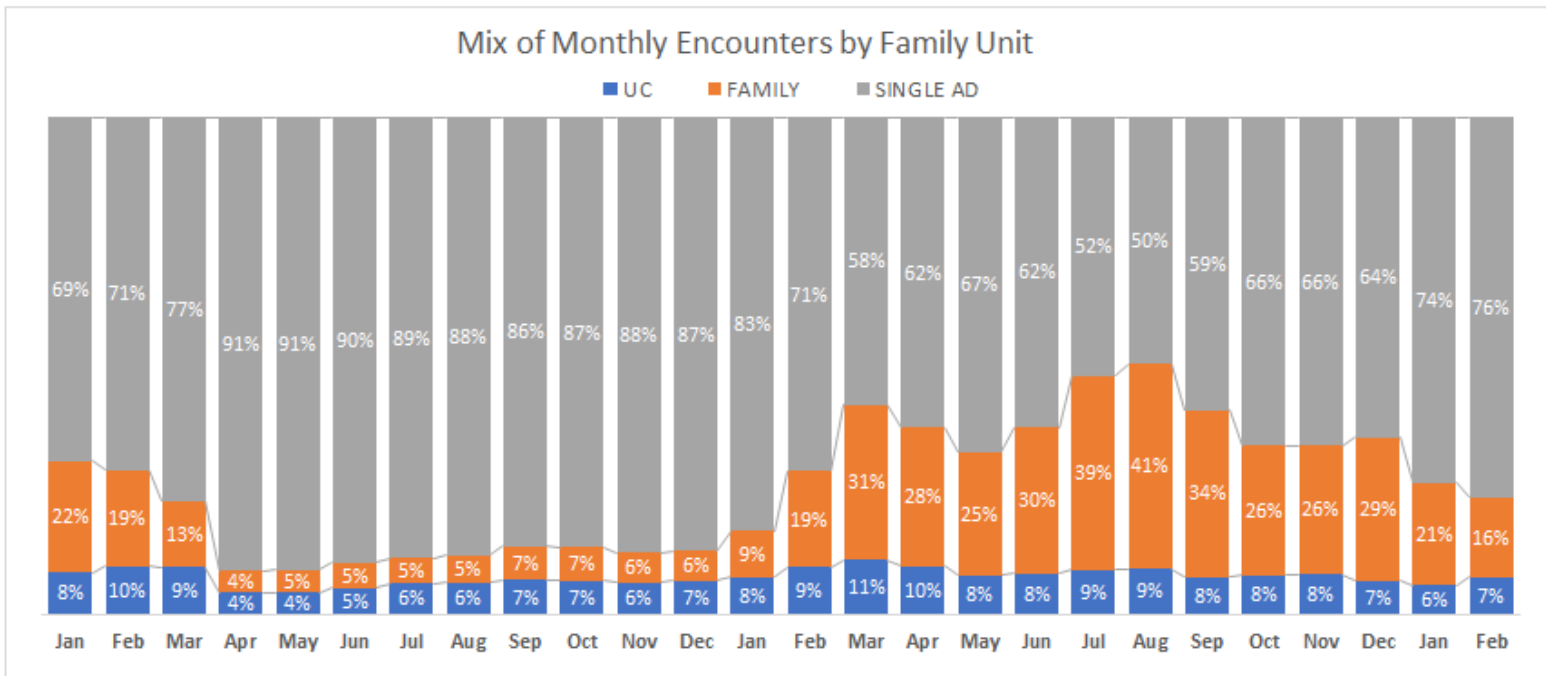
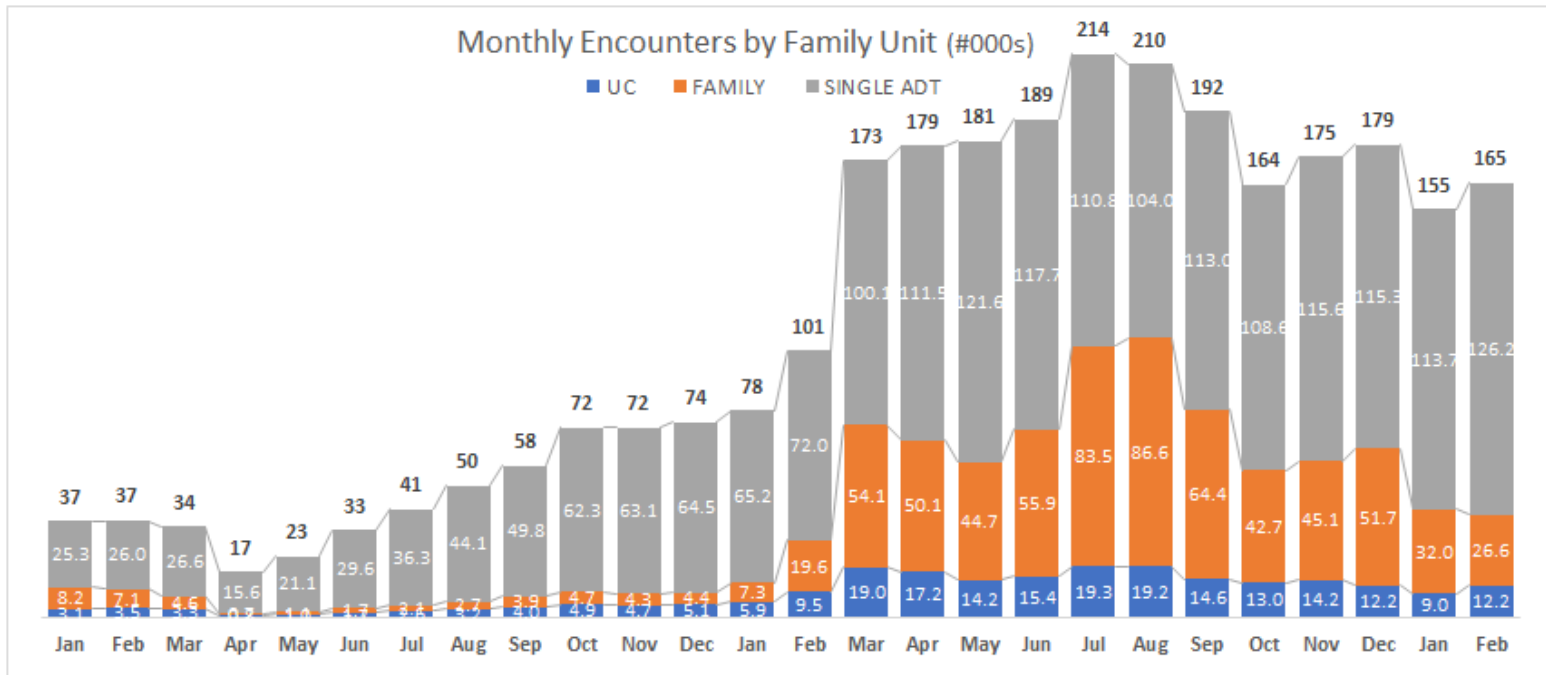
- Brownsville to El Paso
- Brownsville to Tucson
- Yuma to San Diego
- Yuma to Tucson
- El Paso to Harlingen, TX
- Harlingen, TX to El Paso
- El Paso to Laredo
- Brownsville to San Diego
- Yuma to El Paso
- Yuma to Laredo
- Yuma to Harlingen, TX
- Harlingen, TX to San Diego
- Harlingen, TX to Tucson
- Other



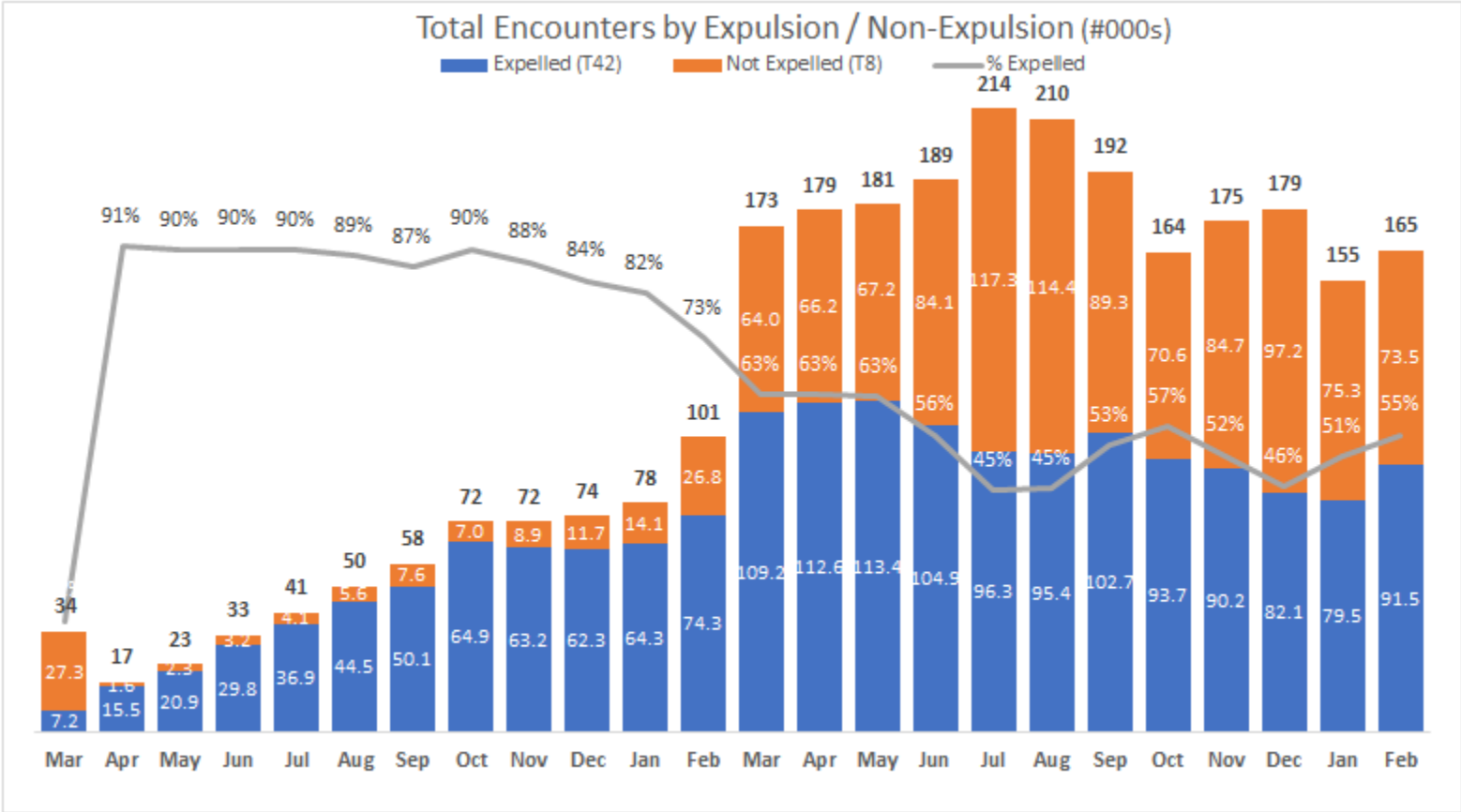
Excludes Return Legs



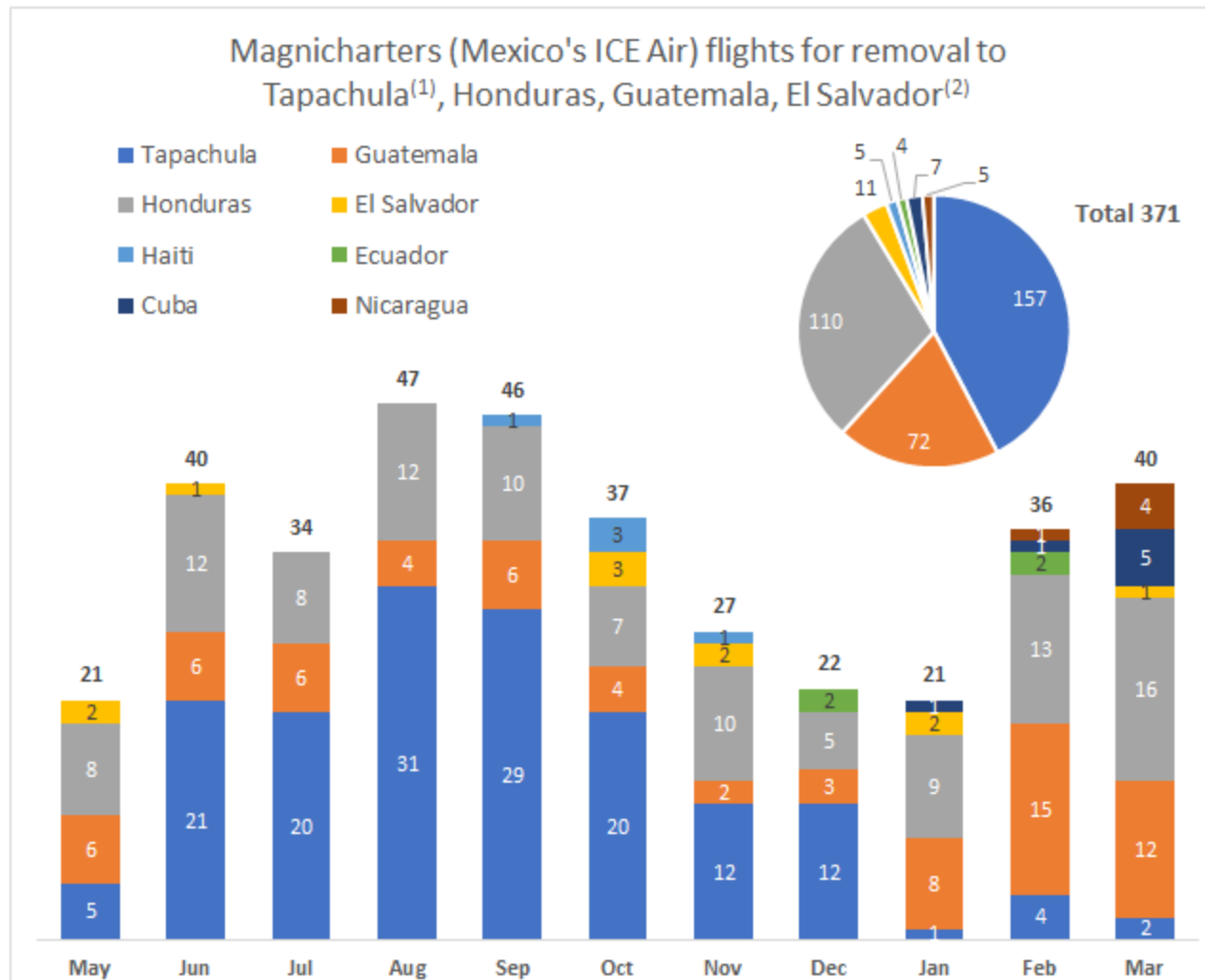
Customs and Border Patrol Encounters at the Southern Border.



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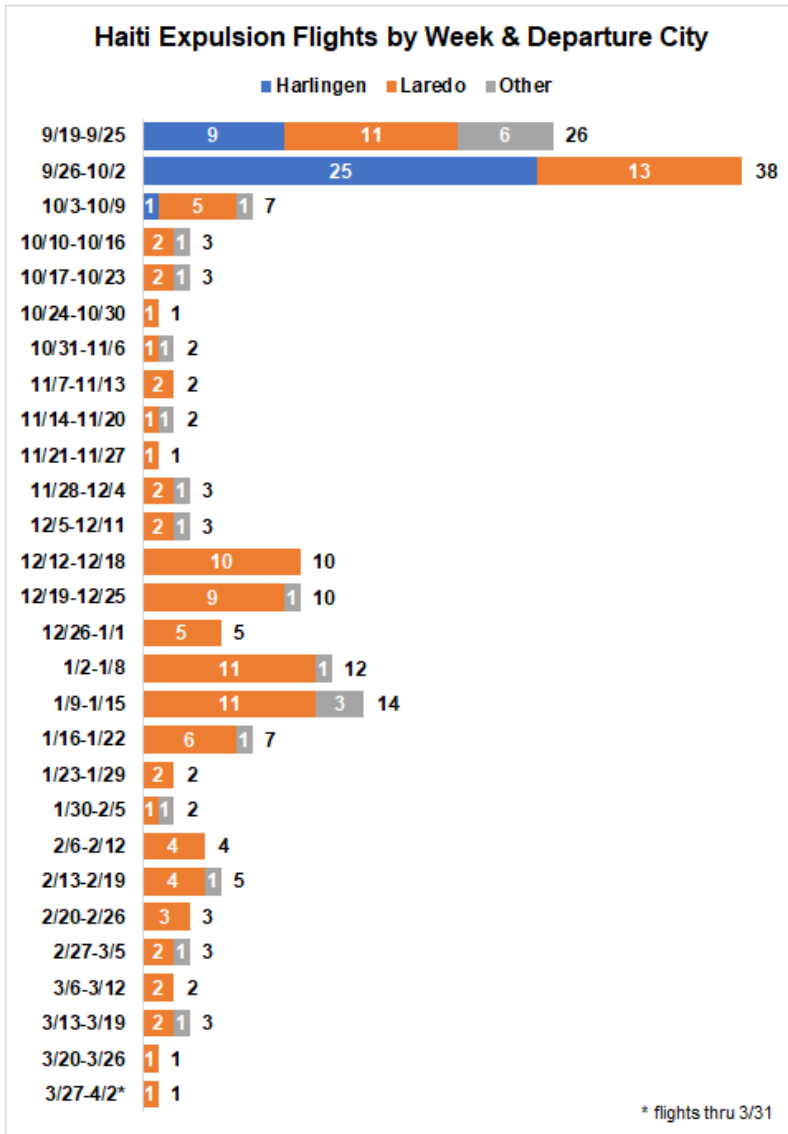
(1) Magnicharters does not file flight plans and does not seem to operate transponder "pings" all of the time so these are difficult to track. These include pings in Tapachula, either as arrivals or departures, but there is no double count. There may be instances where there is not even a ping in Tapachula, so these numbers should be read as a minimum. Based on a Reuter's article on 15 Aug a source indicated 100 such flights in total.

(2) Magnichartes does file flight plans for out of country flights, so these are captured quite accurately.

Note: 9 plane tail numbers (registration numbers) have been identified for Magnicharters and these are the planes that were tracked. Based on a Reuter's article on 15 Aug, a source indicated 100 such flights in total. It was not clear in the article if that included all return flights, or only those for Tapachula.

# ICE Air Expulsion Flights to Haiti

Sept 19th through Mar 31st



### Departure and Arrival Cities

#### Flights To

Flights From	Port-au-Prince, Haiti	Cap-Haitien, Haiti	Total	% of Total
Laredo, TX	101	16	117	67%
Harlingen/San Benito, TX	28	7	35	20%
Alexandria, LA	10	1	11	6%
San Antonio, TX	4	0	4	2%
El Paso, TX	3	0	3	2%
Brownsville, TX	0	2	2	1%
Santo Domingo, Dominica	2	0	2	1%
Miami, FL	1	0	1	1%
<b>Total</b>	<b>149</b>	<b>26</b>	<b>175</b>	<b>100%</b>
% of Total	85%	15%	100%	

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

#### People To

People From	Port-au-Prince, Haiti	Cap-Haitien, Haiti	Total	% of Total
Laredo, TX	10,951	1,735	12,686	67%
Harlingen/San Benito, TX	3,036	759	3,795	20%
Alexandria, LA	1,084	108	1,193	6%
San Antonio, TX	434	0	434	2%
El Paso, TX	325	0	325	2%
Brownsville, TX	0	217	217	1%
Santo Domingo, Dominica	217	0	217	1%
Miami, FL	108	0	108	1%
<b>Total</b>	<b>16,156</b>	<b>2,819</b>	<b>18,975</b>	<b>100%</b>
% of Total	85%	15%	100%	

## TRACKING ICE AIR

**ICE Air contracted with the airline broker Classic Air Charters. They in turn subcontracted the flights to World Atlantic (Caribbean Sun) and Swift Air (nka iAero).** Flights on World Atlantic were substantially reduced in March 2020 and they had not flown an ICE Air flight since mid-March 2020 into July 2021. As flights have escalated they have been brought back on line. With the massive Haiti removal program Eastern Air, GlobalX, Kaiser and Omni Air were also operating flights.

All the flights of about 120 planes that are potential ICE Air carriers are monitored daily and decisioned as ICE Air flights or not.

**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 for World Atlantic and Swift. We then filter the flights to the likely ICE Air removal and destination locations to identify, within a small margin of error, the removal flights. **To do this we use the knowledge and experience we gained through tracking ICE Air for over 2 years and 10,000 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 6 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 other partners Swift and World Atlantic serve and their common destinations. **As such, the margin of error may be somewhat higher in this domestic analysis than the removal analysis, but we are confident it is within a reasonable margin of error** and, since any errors would most likely occur randomly over time, that the comparative time period analysis is quite sound. 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.
- **That said, we know from how the pandemic spreads that you do not need a plane load of infected people to seed and spread COVID. A few people carrying the virus can spread it quickly and devastatingly.**



## 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 2022 – Removal and Domestic

Flight Category	Rolling 12 months												Year To Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar					H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg	H/(L)	% H/(L)
1 Removal	39	47	35	47	97	193	137	133	121	112	112	126	350	20%	1,199	18%	14	13%	(9)	(6%)	150	75%
2 Removal Connection Total Outbound	<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>33</u>	<u>28</u>	<u>45</u>	<u>106</u>	6%	<u>449</u>	7%	<u>17</u>	61%	<u>2</u>	5%	<u>(31)</u>	(23%)
3 Removal	65	69	55	75	149	243	191	183	162	145	140	171	456	26%	1,648	24%	31	22%	(6)	(4%)	119	35%
4 Removal Return	<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>104</u>	<u>104</u>	<u>122</u>	<u>330</u>	19%	<u>1,091</u>	16%	<u>18</u>	17%	<u>(3)</u>	(2%)	<u>155</u>	89%
5 Total Removal Related	97	104	84	113	235	417	317	309	277	249	244	293	786	45%	2,739	40%	49	20%	(9)	(3%)	274	54%
6 Domestic Shuffle	368	245	255	344	458	352	364	321	406	362	275	331	968	55%	4,081	60%	56	20%	(16)	(5%)	422	77%
7 Total Flights	465	349	339	457	693	769	681	630	683	611	519	624	1,754	100%	6,820	100%	105	20%	(25)	(4%)	696	66%
8 Total Domestic (Remove Connect + Shuffle)	394	267	275	372	510	402	418	371	447	395	303	376	1,074	61%	4,530	66%	73	24%	(13)	(3%)	391	57%
9 # Week Days (non-Holiday)	22	20	22	22	22	21	21	20	23	20	19	23	62		255		4	21%	2	11%	1	2%

**NB: Each month we send our flight totals, by category, to ICE to confirm or deny that our results are within a reasonable range based on their records. Each month they choose not to confirm, and importantly, they choose not to deny our results. If anything changes this month we will update with a comment.**

## ICE Air Removal Destination Cities YTD 2022 (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	
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar					H/(L)	% H/(L)	H/(L)	% H/(L)	Prior Yr	% H/(L)
1 Guatemala City, Guat	3	5	3	5	10	34	37	43	26	23	34	41	98	28%	264	22%	7	21%	8	25%	80	444%
2 Honduras	9	11	8	10	14	20	12	14	30	27	34	34	95	27%	223	19%	0	0%	11	49%	74	352%
3 Port-au-Prince, Haiti	6	2	0	1	2	39	18	9	29	32	13	10	55	16%	161	13%	(3)	(23%)	(13)	(57%)	29	112%
4 San Salvador, El Salv	3	4	4	4	4	11	11	14	9	12	15	13	40	11%	104	9%	(2)	(13%)	1	8%	14	54%
5 Brazil	0	1	2	4	4	3	4	3	3	6	8	4	18	5%	42	4%	(4)	(50%)	(1)	(11%)	18	n/a
6 Bogota, Colombia	1	1	1	0	2	1	0	2	1	2	2	10	14	4%	23	2%	8	400%	9	650%	11	367%
7 Santo Domingo, DR	1	2	2	1	1	2	2	2	2	2	2	2	6	2%	21	2%	0	0%	0	0%	0	0%
8 Managua, Nicaragua	1	2	1	1	1	2	1	2	2	2	2	2	6	2%	19	2%	0	0%	0	9%	1	20%
9 Guadalajara, Mexico	1	0	0	8	9	4	4	7	4	0	1	4	5	1%	42	4%	3	300%	1	20%	(10)	(67%)
10 Mexico City, Mexico	4	4	5	4	4	2	2	4	3	0	0	4	4	1%	36	3%	4	n/a	2	118%	(13)	(76%)
11 Cap-Haitien, Haiti	0	0	0	0	0	19	3	0	0	4	0	0	4	1%	26	2%	0	n/a	(4)	(100%)	4	n/a
12 Kingston, Jamaica	1	1	1	1	1	1	1	1	1	1	0	2	3	1%	12	1%	2	n/a	1	140%	0	0%
13 Ecuador	5	7	4	3	5	11	5	3	4	1	1	0	2	1%	49	4%	(1)	(100%)	(4)	(100%)	(13)	(87%)
14 Villahermosa, Mexico	4	5	4	4	20	22	20	20	5	0	0	0	0	0%	104	9%	0	n/a	(11)	(100%)	(8)	(100%)
15 Tapachula, Mexico	0	0	0	0	16	20	15	5	0	0	0	0	0	0%	56	5%	0	n/a	(7)	(100%)	0	n/a
16 Queretaro, Mexico	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(16)	(100%)
17 Morelia, Mexico	0	0	0	0	4	2	2	4	2	0	0	0	0	0%	14	1%	0	n/a	(2)	(100%)	(9)	(100%)
18 Puebla, Mexico	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(7)	(100%)
19 Piarco, Trinidad	0	1	0	1	0	0	0	0	0	0	0	0	0	0%	2	0%	0	n/a	0	n/a	(1)	(100%)
20 Kenya	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
21 Callao, Peru	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

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

Removal Destination	Rolling 12 months												Year to		Last 12		Current Month		Current Month		Year to Date		
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Date	% of Flights	Months	% of Flights	H/(L)	% H/(L)	H/(L)	% H/(L)	Prior 6 mth Avg	% H/(L)	
22	Timehri, Guyana	0	1	0	0	0	0	0	0	0	0	0	0	0%	1	0%	0	n/a	0	n/a	0	n/a	
23	Nassau, Bahamas	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
24	Dem Rep of Congo	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
25	Liberia	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
26	Cameroon	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
27	Guinea	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
28	Gambia	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)	
29	Panama City, Panama	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
30	Cuba	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
31	Sierra Leone	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
32	Belize City, Belize	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
33	Nigeria	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
34	Vietnam	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)	
35	Mauritania	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	n/a	0	n/a	0	n/a	
37	Cote d'Ivoire	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
38	Ghana	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
39	San Jose, Costa Rica	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
40	Senegal	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
41	Angola	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a	
42	<b>Total</b>	<b>39</b>	<b>47</b>	<b>35</b>	<b>47</b>	<b>97</b>	<b>193</b>	<b>137</b>	<b>133</b>	<b>121</b>	<b>112</b>	<b>126</b>	<b>350</b>	<b>100%</b>	<b>1,199</b>	<b>100%</b>	<b>14</b>	<b>13%</b>	<b>(9)</b>	<b>(6%)</b>	<b>150</b>	<b>75%</b>	
43	Mexico Total	9	9	9	16	53	50	43	40	14	0	1	8	9	0%	252	21%	7	700%	(17)	(68%)	(63)	(88%)
44	Africa Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(3)	(100%)
45	# Week Days (non-Holiday)	22	20	22	22	22	21	21	20	23	20	19	23	62		255		4	21%	2	11%	1	2%

# ICE Air Removal Departure Cities YTD 2022

	Removal Departure	Rolling 12 months												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar					H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg	H/(L) Ytd	% H/(L) Ytd
1	Harlingen/San Benito, TX	0	0	0	0	9	43	27	37	39	29	40	56	125	36%	280	23%	16	40%	20	56%	124	12400%
2	Mission/McAllen/Edin, TX	0	0	0	0	29	59	47	45	18	18	28	24	70	20%	268	22%	(4)	(14%)	(12)	(33%)	70	n/a
3	Laredo, TX	8	9	9	8	9	26	17	14	32	31	11	14	56	16%	188	16%	3	27%	(8)	(36%)	28	100%
4	Alexandria, LA	11	13	12	12	4	16	15	20	22	15	16	17	48	14%	173	14%	1	6%	(0)	(2%)	3	7%
5	San Salvador, El Salvador	0	0	1	1	0	3	2	5	1	5	3	1	9	3%	22	2%	(2)	(67%)	(2)	(68%)	(3)	(25%)
6	El Paso, TX	1	0	0	0	0	3	1	0	0	3	1	4	8	2%	13	1%	3	300%	3	200%	(8)	(50%)
7	Ecuador	0	0	0	4	2	1	2	3	2	4	4	0	8	2%	22	2%	(4)	(100%)	(3)	(100%)	8	n/a
8	Phoenix, AZ	0	0	0	0	0	0	0	0	1	3	3	1	7	2%	8	1%	(2)	(67%)	(0)	(14%)	0	0%
9	San Diego, CA	1	0	0	8	9	4	3	7	4	0	1	4	5	1%	41	3%	3	300%	1	26%	(24)	(83%)
10	Timehri, Guyana	0	0	2	0	1	1	0	0	0	1	1	2	4	1%	8	1%	1	100%	2	300%	4	n/a
11	Yuma, AZ	0	0	0	0	0	0	0	0	0	1	1	1	3	1%	3	0%	0	0%	1	200%	3	n/a
12	Miami, FL	3	1	0	0	0	0	0	2	0	1	1	0	2	1%	8	1%	(1)	(100%)	(1)	(100%)	(8)	(80%)
13	Port-au-Prince, Haiti	0	1	0	1	0	0	0	0	0	1	1	0	2	1%	4	0%	(1)	(100%)	(0)	(100%)	1	100%
14	Santo Domingo, DR	0	0	0	0	0	0	0	0	0	0	1	1	2	1%	2	0%	0	0%	1	500%	2	n/a
15	Brazil	0	0	0	0	1	1	2	0	1	0	0	1	1	0%	6	1%	1	n/a	0	50%	1	n/a
16	Brownsville, TX	8	11	6	7	21	14	16	0	0	0	0	0	0	0%	83	7%	0	n/a	(5)	(100%)	(32)	(100%)
17	Honduras	5	7	3	3	5	10	3	0	1	0	0	0	0	0%	37	3%	0	n/a	(2)	(100%)	(4)	(100%)
18	Houston, TX	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
19	Guatemala City, Guat	2	3	2	2	5	5	1	0	0	0	0	0	0	0%	20	2%	0	n/a	(1)	(100%)	(7)	(100%)
20	Other	0	2	0	1	2	7	1	0	0	0	0	0	0	0%	13	1%	0	n/a	(1)	(100%)	(8)	(100%)
21	<b>Total</b>	<b>39</b>	<b>47</b>	<b>35</b>	<b>47</b>	<b>97</b>	<b>193</b>	<b>137</b>	<b>133</b>	<b>121</b>	<b>112</b>	<b>112</b>	<b>126</b>	<b>350</b>	<b>100%</b>	<b>1,199</b>	<b>100%</b>	<b>14</b>	<b>13%</b>	<b>(9)</b>	<b>(6%)</b>	<b>150</b>	<b>75%</b>
22	# Week Days (non-Holiday)	22	20	22	22	22	21	21	20	23	20	19	23	62		255		4	21%	2	11%	1	2%

## Total ICE Air Flights

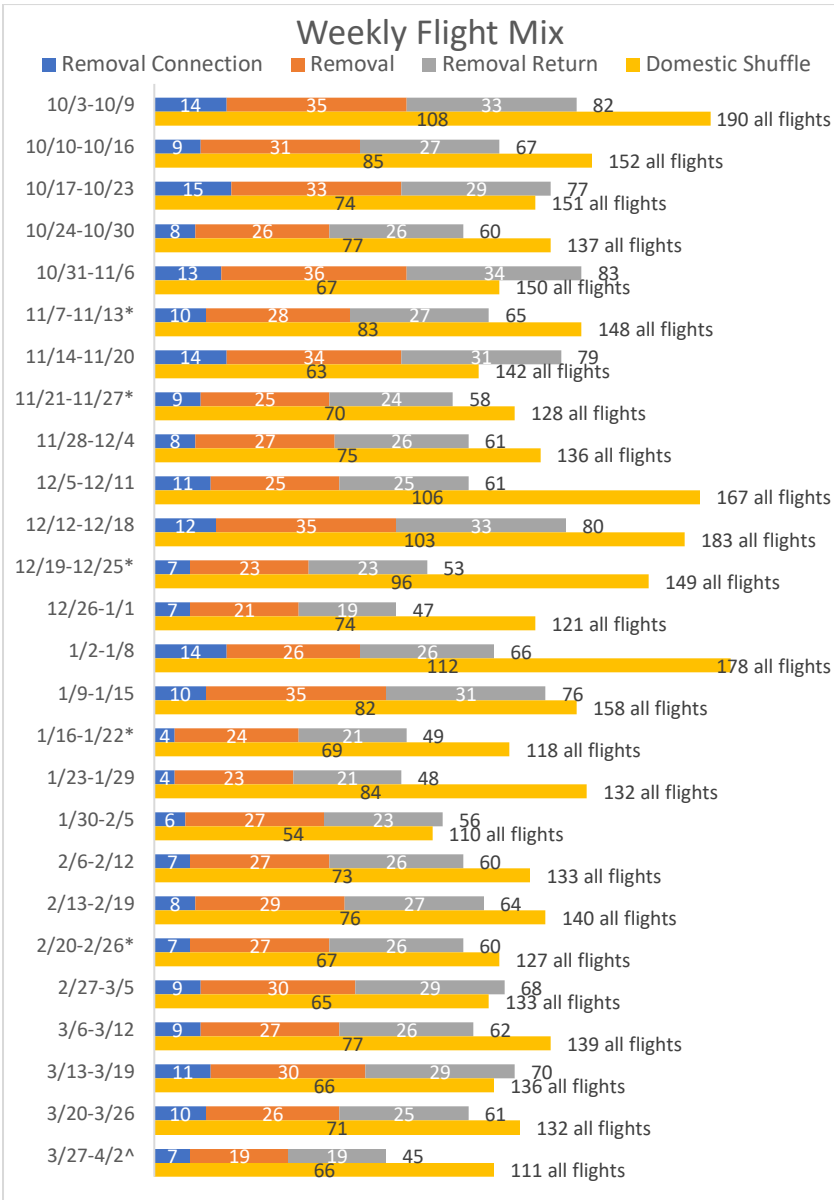
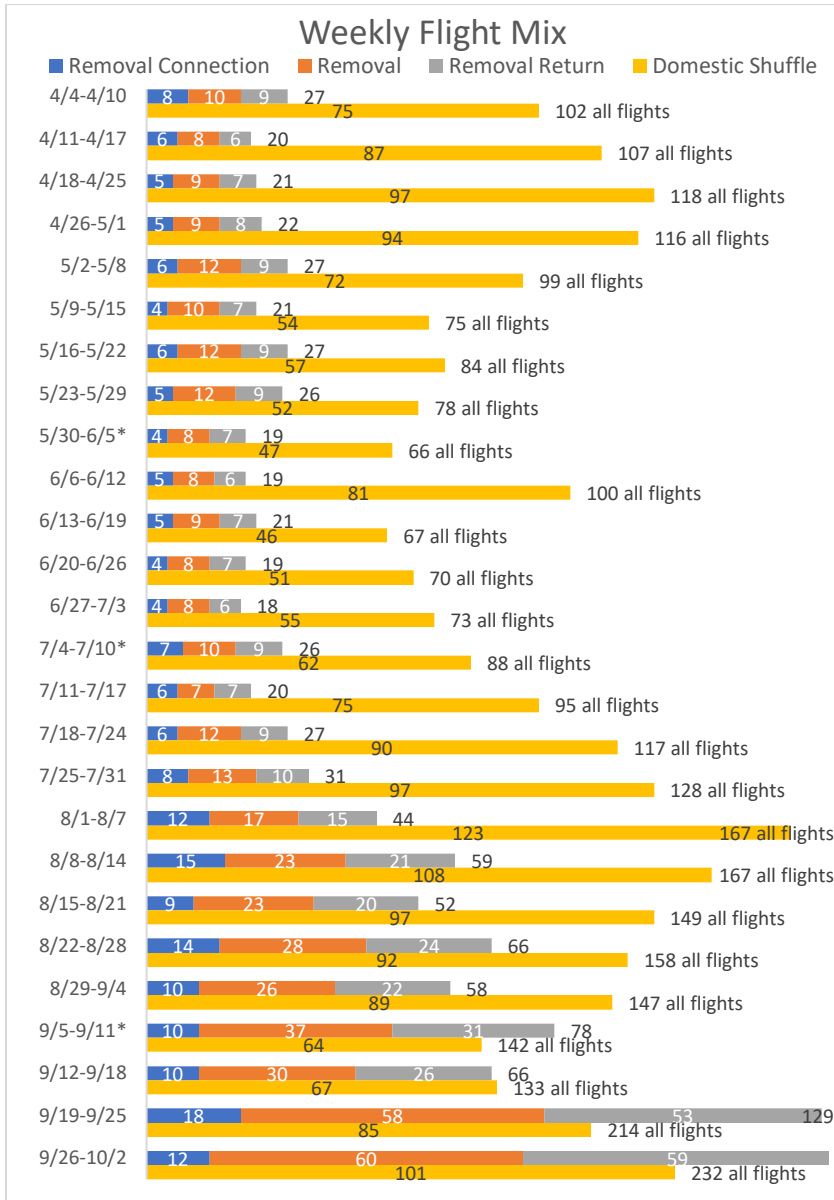
Flight Category	Pre-Biden		Ytd Average				Current Month				Flights since	
	Nov/Dec		Ytd Mo Avg	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	Current Month	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	01/21/21	% of Flights
	2020 Mo Avg	% of Flights										
1 Removal	83	23%	117	34	41%	20%	126	43	52%	20%	1,341	20%
2 Removal Connection	<u>56</u>	15%	<u>35</u>	<u>(21)</u>	(37%)	6%	<u>45</u>	(11)	(20%)	7%	<u>549</u>	7%
3 Total Outbound Removal	139	38%	152	13	9%	26%	171	32	23%	27%	1,890	27%
4 Removal Return	<u>72</u>	20%	<u>110</u>	<u>39</u>	54%	19%	<u>122</u>	51	71%	20%	<u>1,215</u>	20%
5 Total Removal Related	211	58%	262	52	24%	45%	293	83	39%	47%	3,105	47%
6 Domestic Shuffle	152	42%	323	171	113%	55%	331	180	118%	53%	4,512	53%
7 Total Flights	<b>362</b>	<b>100%</b>	<b>585</b>	<b>223</b>	<b>62%</b>	<b>100%</b>	<b>624</b>	<b>262</b>	<b>72%</b>	<b>100%</b>	<b>7,617</b>	<b>100%</b>
8 Total Domestic (Remove Connect + Shuffle)	<b>208</b>	<b>57%</b>	<b>358</b>	<b>151</b>	<b>73%</b>	<b>61%</b>	<b>376</b>	169	<b>81%</b>	<b>60%</b>	<b>5,061</b>	<b>60%</b>
9 # Week Days (non-Holiday)	21		21	(0)	(2%)		23	2	10%		304	

## ICE Air Removal Destination Cities

	Removal Destination	Pre-Biden		Ytd Average				Current Month				Flights since 01/21/21	
		Nov/Dec	% of	Ytd	H/(L)	% H/(L)	% of	Current	H/(L)	% H/(L)	% of	since	% of
		2020	Flights										
1	Guatemala City, Guatemala	13	16%	33	20	151%	28%	41	28	215%	33%	277	21%
2	Honduras	0	0%	32	32	n/a	27%	34	34	n/a	27%	237	18%
3	Port-au-Prince, Haiti	3	3%	18	16	633%	16%	10	8	300%	8%	185	14%
4	San Salvador, El Salvador	12	14%	13	2	16%	11%	13	2	13%	10%	122	9%
5	Villahermosa, Mexico	5	5%	0	(5)	(100%)	0%	0	(5)	(100%)	0%	109	8%
6	Ecuador	6	7%	1	(5)	(89%)	1%	0	(6)	(100%)	0%	61	5%
7	Guadalajara, Mexico	9	11%	2	(7)	(81%)	1%	4	(5)	(56%)	3%	52	4%
8	Mexico City, Mexico	9	11%	1	(8)	(85%)	1%	4	(5)	(56%)	3%	47	4%
9	Tapachula, Mexico	0	0%	0	0	n/a	0%	0	0	n/a	0%	56	4%
10	Brazil	1	1%	6	6	1100%	5%	4	4	700%	3%	42	3%
11	Queretaro, Mexico	8	10%	0	(8)	(100%)	0%	0	(8)	(100%)	0%	10	1%
12	Morelia, Mexico	5	5%	0	(5)	(100%)	0%	0	(5)	(100%)	0%	20	1%
13	Santo Domingo, DR	2	2%	2	0	0%	2%	2	0	0%	2%	25	2%
14	Bogota, Colombia	1	1%	5	4	367%	4%	10	9	900%	8%	26	2%
15	Managua, Nicaragua	2	2%	2	1	33%	2%	2	1	33%	2%	23	2%
16	Cap-Haitien, Haiti	0	0%	1	1	n/a	1%	0	0	n/a	0%	26	2%
17	Kingston, Jamaica	1	1%	1	0	0%	1%	2	1	100%	2%	15	1%
18	Puebla, Mexico	4	5%	0	(4)	(100%)	0%	0	(4)	(100%)	0%	4	0%
19	Piarco, Trinidad	0	0%	0	0	n/a	0%	0	0	n/a	0%	2	0%
20	Timehri, Guyana	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	1	0%
21	Liberia	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
22	Nigeria	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
23	Sierra Leone	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
24	Guinea	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
25	Mauritania	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
26	Kenya	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
27	Gambia	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
28	Cuba	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
29	Vietnam	0	0%	0	0	n/a	0%	0	0	n/a	0%	1	0%
30	Senegal	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
31	Angola	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
32	Dem Rep of Congo	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
33	Cameroon	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
34	<b>Total</b>	<b>83</b>	<b>100%</b>	<b>117</b>	<b>34</b>	<b>41%</b>	<b>100%</b>	<b>126</b>	<b>43</b>	<b>52%</b>	<b>100%</b>	<b>1,341</b>	<b>100%</b>
35	# Week Days (non-Holiday)	21		21	(0)	(2%)		23	2	10%		304	

# ICE Air Weekly Flight Mix - #

## Rolling 12 Months

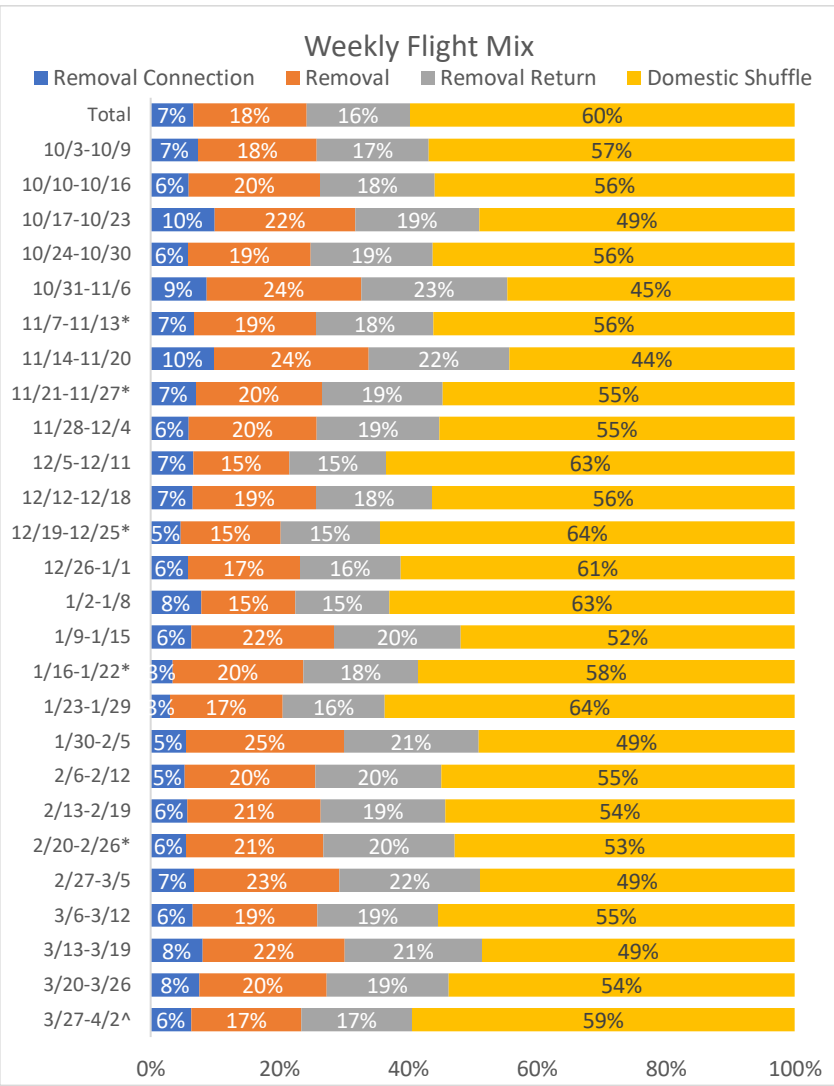
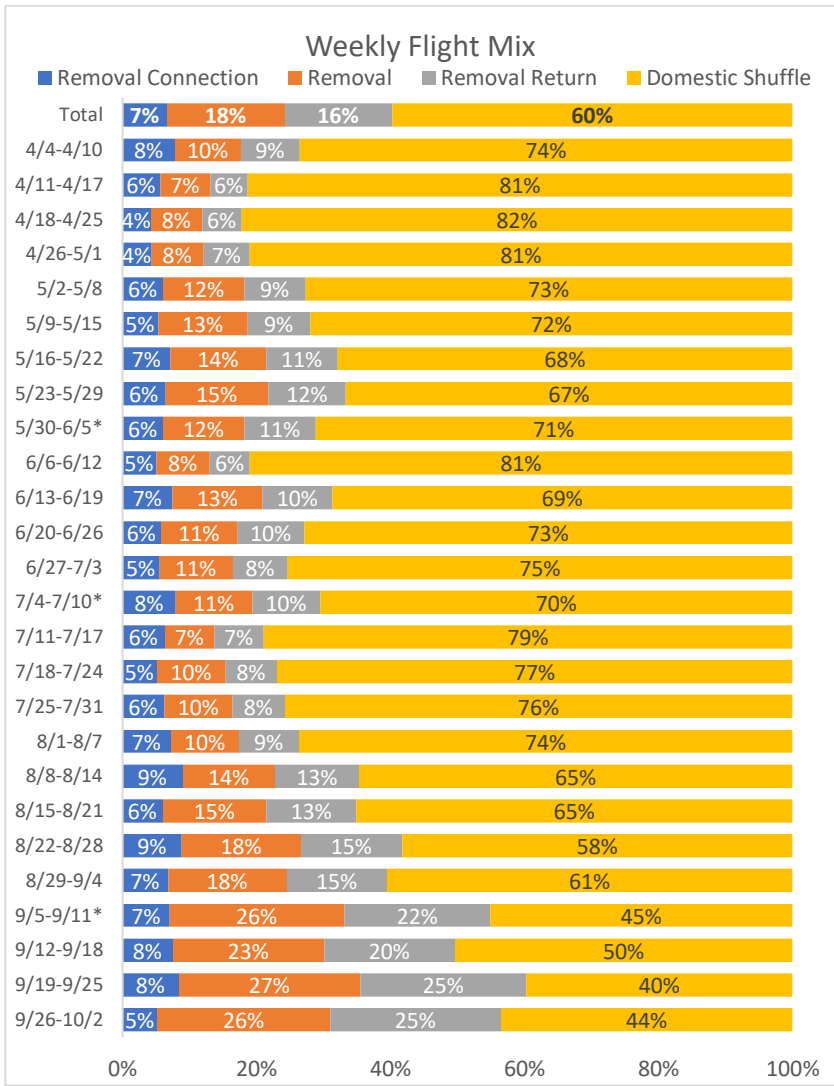


^ short week  
\* Holiday



# Ice Air Weekly Flight Mix - %

## Rolling 12 Months



^ short week

\* Holiday

# ICE Air Domestic Last 6 months (Oct-Mar)

Departure City	Destination City												Total	% of Total
	Alexandria, LA	Harlingen/San Benito, TX	Laredo, TX	Phoenix, AZ	El Paso, TX	Yuma, AZ	San Antonio, TX	San Diego, CA	Houston, TX	Miami, FL	Columbus, GA	Other		
Alexandria, LA		94	8	33	12	19	29	27	14	7	2	73	<b>318</b>	14%
Phoenix, AZ	65	3	7	1	18	66	3	35	7	2	5	62	<b>274</b>	12%
San Antonio, TX	15	40	87	4	53	31		9	5		2	10	<b>256</b>	11%
El Paso, TX	13	38	30	31		29	14		25		5	26	<b>211</b>	9%
Harlingen/San Benito, TX	35		7	8	55	6	7	3	3	21	1	46	<b>192</b>	8%
Yuma, AZ	18	2	64	5	39		1	12	4	1		14	<b>160</b>	7%
Laredo, TX	39	12		38	2		39		2		2	8	<b>142</b>	6%
Miami, FL	16	14	4	6	1	1	6		4		25	16	<b>93</b>	4%
San Diego, CA	23			41	9	4	3		3			7	<b>90</b>	4%
Houston, TX	5	3		7			22			1	8	21	<b>67</b>	3%
Columbus, GA	30	4		6			8			1		3	<b>52</b>	2%
Other	105	25	24	45	32	3	13	23	0	28	2	155	<b>455</b>	20%
<b>Total</b>	<b>364</b>	<b>235</b>	<b>231</b>	<b>225</b>	<b>221</b>	<b>159</b>	<b>145</b>	<b>109</b>	<b>67</b>	<b>61</b>	<b>52</b>	<b>441</b>	<b>2,310</b>	100%
% of Total	16%	10%	10%	10%	10%	7%	6%	5%	3%	3%	2%	19%	100%	

# ICE Air Removals Last 6 months (Oct-Mar)

## Destination City

Departure City	Destination City												Total	% of Total
	Guatemala City, Guatemala	Honduras	Port-au-Prince, Haiti	San Salvador, El Salvador	Villahermosa, Mexico	Brazil	Guadalajara, Mexico	Tapachula, Mexico	Bogota, Colombia	Ecuador	Mexico City, Mexico	Other		
Harlingen/San Benito, TX	85	88	4	42					6	1		2	<b>228</b>	31%
Mission/McAllen/Edinburg, TX	77	38			45			20				0	<b>180</b>	24%
Laredo, TX			90				1		6		9	13	<b>119</b>	16%
Alexandria, LA	26	9	10	22					4	8		26	<b>105</b>	14%
San Diego, CA							19					0	<b>19</b>	3%
San Salvador, El Salvador		15								2		0	<b>17</b>	2%
Brownsville, TX	16											0	<b>16</b>	2%
Ecuador						15						0	<b>15</b>	2%
El Paso, TX		1	3			1					4	0	<b>9</b>	1%
Phoenix, AZ				8								0	<b>8</b>	1%
Brazil						4						0	<b>4</b>	1%
Other	0	0	4	2	0	8	0	0	1	3	0	3	<b>21</b>	3%
<b>Total</b>	<b>204</b>	<b>151</b>	<b>111</b>	<b>74</b>	<b>45</b>	<b>28</b>	<b>20</b>	<b>20</b>	<b>17</b>	<b>14</b>	<b>13</b>	<b>44</b>	<b>741</b>	100%

% H/(L) 28% 20% 15% 10% 6% 4% 3% 3% 2% 2% 2% 6% 100%

# Appendix – Full Year 2021 and 2020

## Total ICE Air Flights YTD 2021 – Removal and Domestic

Flight Category	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)	Prior 6 mth Avg	Prior 6 mth Avg	H/(L) Prior Yr	% H/(L) Prior Yr
1 Removal	81	70	49	39	47	35	44	97	191	137	134	121	1,045	17%	1,045	17%	(13)	(10%)	15	14%	41	4%
2 Removal Connection	<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>49</u>	<u>54</u>	<u>50</u>	<u>41</u>	<u>479</u>	8%	<u>479</u>	8%	<u>(9)</u>	<u>(18%)</u>	<u>(1)</u>	<u>(3%)</u>	<u>(200)</u>	<u>(29%)</u>
3 Removal	133	120	84	65	69	55	72	149	240	191	184	162	1,524	25%	1,524	25%	(22)	(12%)	14	9%	(159)	(9%)
4 Removal Return	<u>71</u>	<u>61</u>	<u>43</u>	<u>32</u>	<u>35</u>	<u>29</u>	<u>35</u>	<u>86</u>	<u>173</u>	<u>126</u>	<u>126</u>	<u>115</u>	<u>932</u>	15%	<u>932</u>	15%	<u>(11)</u>	<u>(9%)</u>	<u>19</u>	20%	<u>0</u>	0%
5 Total Removal Related	204	181	127	97	104	84	107	235	413	317	310	277	2,456	40%	2,456	40%	(33)	(11%)	33	13%	(159)	(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	451	693	765	681	631	683	6,115	100%	6,115	100%	52	8%	90	15%	1,275	26%
8 Total Domestic (Remove Connect + Shuffle)	201	177	305	394	267	275	372	510	401	418	371	447	4,138	68%	4,138	68%	76	20%	56	14%	1,234	42%
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%)

**NB: Each month we send our flight totals, by category, to ICE to confirm or deny that our results are within a reasonable range based on their records. Each month they choose not to confirm, and importantly, they choose not to deny our results. If anything changes this month we will update with a comment.**

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

Removal Destination	<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
																	Pr Mth	Pr Mth	mth Avg	mth Avg	Ytd	Ytd
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 Salvador	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	10	5	3	4	61	6%	61	6%	1	33%	(1)	(20%)	17	39%
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	1	4	2	4	4	3	21	2%	21	2%	(1)	(25%)	0	6%	5	31%
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%)

*Continued on Next Page*

## 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)
<b>22</b> 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
<b>23</b> 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
<b>24</b> 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
<b>25</b> 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%)
<b>26</b> 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%)
<b>27</b> 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%)
<b>28</b> 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%)
<b>29</b> 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%)
<b>30</b> 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%)
<b>31</b> 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%)
<b>32</b> 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%)
<b>33</b> 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%)
<b>34</b> 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%)
<b>35</b> 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%)
<b>36</b> 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%)
<b>37</b> 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%)
<b>38</b> 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%)
<b>39</b> 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%)
<b>40</b> 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%)
<b>41</b> 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%)
<b>42</b> <b>Total</b>	<b>81</b>	<b>70</b>	<b>49</b>	<b>39</b>	<b>47</b>	<b>35</b>	<b>44</b>	<b>97</b>	<b>191</b>	<b>137</b>	<b>134</b>	<b>121</b>	<b>1,045</b>	<b>100%</b>	<b>1,045</b>	<b>100%</b>	<b>(13)</b>	<b>(10%)</b>	<b>15</b>	<b>14%</b>	<b>41</b>	<b>4%</b>
<b>43</b> Mexico Total	37	24	11	9	9	9	16	53	50	43	40	14	315	30%	315	30%	(26)	(65%)	(21)	(60%)	58	23%
<b>44</b> 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%)
<b>45</b> # 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
<b>1</b> Removal	92	101	91	47	60	68	82	70	100	132	83	83	1,009	21%	0	0%	(17)	(17%)	3	4%
<b>2</b> 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%
<b>3</b> Total Outbound Removal	153	167	142	84	109	113	143	123	168	208	134	144	1,688	35%	10	7%	(20)	(12%)	10	7%
<b>4</b> 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%)
<b>5</b> Total Removal Related	241	260	225	128	166	182	225	190	258	324	207	214	2,620	54%	7	3%	(43)	(17%)	6	3%
<b>6</b> Domestic Shuffle	191	210	264	152	192	204	178	164	192	175	149	154	2,225	46%	5	3%	(57)	(27%)	(25)	(14%)
<b>7</b> Total Flights	<b>432</b>	<b>470</b>	<b>489</b>	<b>280</b>	<b>358</b>	<b>386</b>	<b>403</b>	<b>354</b>	<b>450</b>	<b>499</b>	<b>356</b>	<b>368</b>	<b>4,845</b>	<b>100%</b>	<b>12</b>	<b>3%</b>	<b>(100)</b>	<b>(21%)</b>	<b>(19)</b>	<b>(5%)</b>
<b>8</b> Total Domestic (Deport Connect + Shuffle)	<b>252</b>	<b>276</b>	<b>315</b>	<b>189</b>	<b>241</b>	<b>249</b>	<b>239</b>	<b>217</b>	<b>260</b>	<b>251</b>	<b>200</b>	<b>215</b>	<b>2,904</b>	<b>60%</b>	<b>15</b>	<b>8%</b>	<b>(61)</b>	<b>(22%)</b>	<b>(18)</b>	<b>(8%)</b>
<b>9</b> # Week Days (non-Holiday)	21	19	22	22	20	22	23	21	21	22	20	22	255		2	10%	2	10%	0	2%

**NB: Each month we send our flight totals, by category, to ICE to confirm or deny that our results are within a reasonable range based on their records. Each month they choose not to confirm, and importantly, they choose not to deny our results. If anything changes this month we will update with a comment.**

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



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

	Removal Destination Cities	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date	% of Flights	Current Month H/(L) Pr Mth	Current Month % H/(L) Pr Mth	Current Month H/(L) Pre-COVID Mth Avg	Current Month % H/(L) Pre-COVID Mth Avg	Current Month H/(L) In-COVID Mth Avg	Current Month % H/(L) In-COVID Mth Avg
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	San Pedro Sula, 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%

*Continued on Next Page*

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

## 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	
<b>Removal Destination Cities</b>																					
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%	
<b>37 Total</b>	<b>92</b>	<b>101</b>	<b>91</b>	<b>47</b>	<b>60</b>	<b>68</b>	<b>82</b>	<b>70</b>	<b>100</b>	<b>132</b>	<b>83</b>	<b>83</b>	<b>1,009</b>	<b>100%</b>	<b>0</b>	<b>0%</b>	<b>(17)</b>	<b>(17%)</b>	<b>3</b>	<b>4%</b>	
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%	

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