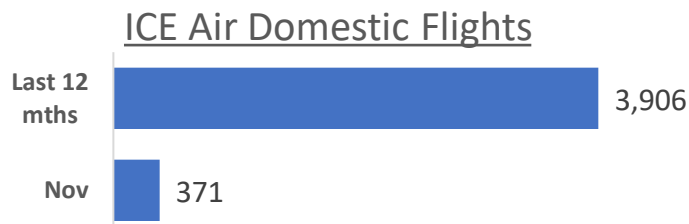
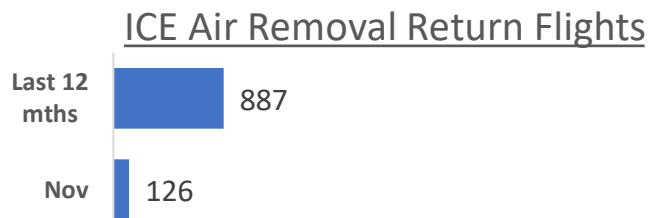
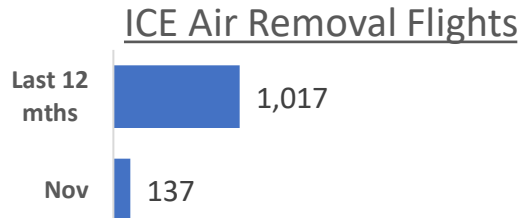
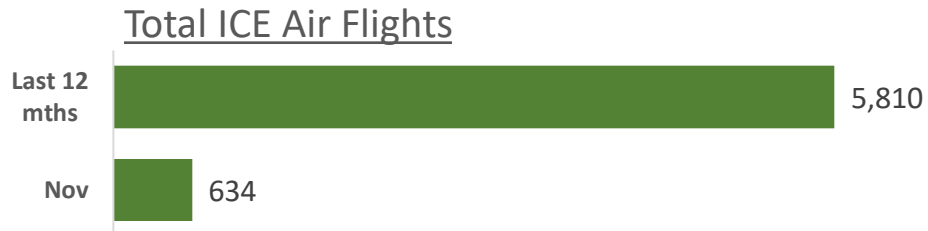


ICE Air Flights

November 2021 and Last 12 Months



- December 5, 2021

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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 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.

[ICE Air Research and Tracking Team:](#)

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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 – NOVEMBER 2021

OVER 10,000 ICE AIR FLIGHT LEGS HAVE BEEN DOCUMENTED IN LESS THAN 2 YEARS, SINCE JANUARY 2020.

OVER 5,000 UNDER THE BIDEN ADMINISTRATION.

ALMOST 2,300 HAVE BEEN REMOVAL FLIGHTS, WHEN LATERAL FLIGHTS ARE INCLUDED. HALF OF THESE UNDER THE BIDEN ADMINISTRATION.

I would have never imagined that this volunteer effort would have chronicled over 10,000 ICE Air flights in only 23 months, especially over 5,000 posted under the Biden Administration.

To be sure, these are massive numbers posted by the approximate 100 planes monitored daily, from which each flight is viewed, decisioned as an ICE Air flight or not, and then documented.

That said, this is not at all what I am reflecting on as I write this preamble. Instead, I am experiencing an agonizing and heart wrenching flash back to my personal witness of these flights. My eyes see, and my heart feels:

100's of millions of dollars squandered on shunning rather than welcoming with dignity.

800,000 seats filled with our brothers and sisters, who are

restrained in 5-point shackles, grappling to ignore the physical pain, but unable to disappear the degrading feeling of being chained as one would an animal, something less than human, only for the crime of hope.

searched head to toe, bound hands to feet in shackles. Before boarding, mouth opened for examination, hair mussed to ensure Mom has no weapon there, stripping just a little more pride from her soul.

I see children gazing at the faces of their parents, some so small as to be carried in their arms, trying to understand their agonized visage as they board the plane. The innocent eyes of the children, brimming with love and trust, meeting the eyes of their parents deep in shame and humiliation.

I hear the counting out loud of my octogenarian friend, Fran, of each person as they struggle, legs shackled, up the ladder to board the plane. Counting to connect on a human level to the spirit of each person. To commemorate the dignity and dashed hopes of each individual. At first, a voice through sobs, but with each number vocalized and each person's hope remembered, a swelling crescendo filled with pain and defiance in equal measure.

I smell and taste the acrid jet fumes hanging dense in the air as the plane taxis away from where we are hidden to witness what we are not supposed to see. Then I feel some relief that it is over. Then I feel shame at that relief.

Removal flights in November of 137 were just below the 139 of October and rank as the 3rd highest month of 23 recorded. Over the last 3 months removal flights have totaled 468, exceeding the prior rolling 3-month high period (Aug-Oct 2021 of 430), and far eclipsing the highest 3-month period of 2020 of 315.

Adding the reduced lateral flights of 23 in November, all to El Paso, (discussed below) yields 160 effective removal flights, 22 (12%) below October.

Although removal flights were similar in November and October, the composition of several destinations had significant variability (pages 18,19). Flights to **Haiti were 12 lower** than in October, and flights to **Tapachula were 10 lower** than October. **Offsetting** these reductions were **increases** in flights to the **interior of Mexico of 7** (excluding Villahermosa and Tapachula), to **Guatemala of 6**, and **El Salvador of 3**.

Four recently implemented removal initiatives by air, the Haiti expulsion program, direct T42 expulsion flights to Guatemala (and now just starting to Honduras as covered later), expulsion flights to southern Mexico, and expedited removals, when added to the lateral flights, are all important contributors to the **evolving removal story that should be read in context of SW border encounters (pages 10-12).**

Encounters fell again in October (27.7k; 14%) as they did in September (17.8k; 9%), for a two month drop of 45.5k, or 22%. Of this 2-month drop, 90% is accounted for by reductions in encounters of people from Guatemala, Honduras and El Salvador, three significant nationalities “amenable” to expulsion to Mexico, and in the case of Guatemalans, direct to Guatemala, under T42. Encounters of Haitians, also subject to return by air, fell 6.7k to just 902 in October.

Over the past 2 months, Ecuador was down from 17.6k to .7k, reflecting the visa restriction instituted by Mexico. It will be interesting to see the impact the new visa restrictions on Brazil. Conversely, over the past 2 months, encounters of **Mexicans were up 9.3k to 65.7k, and encounters of Venezuelans up 7.1k to 13.4k.**

73% of the removal flights in November are attributed to flights to Guatemala (43), Honduras and El Salvador (14 each) and the T42 flights to Villahermosa (20) and Haiti (9).

Haiti received 9 expulsion flights in November, far below the 21 in October and the 58 in September (57 after 19 September). 3 of the flights departed from Alexandria, LA with adults, and 6 from Laredo, TX with many families. **Since 19 September there have been 87 return flights expelling just over 9,200 Haitians, almost half of which were women and children,** to a country both the US and Canada advised citizens to leave because of life safety concerns (page 14).

Disappointingly, since President Biden's inauguration through November there have been 123 likely ICE Air return flights to Haiti, sending over an estimated 12,000 people back to Haiti. 24 of these flights were in February and March 2021, just after encounters of Haitians began to edge up as a way to deter continued increases.

65 of the 87 flights between 19 September- 30 November landed in Port-au-Prince and 22 in Cap-Haitien. 35 departed from Harlingen, TX and 40 from Laredo, TX, from where almost all recent flights have departed as the point of processing for Haitians. 6 departed from Alexandria, LA, primarily all adults.

NEW – T42 direct expulsion flights to Honduras just began, and although I don't have the exact start date it seems likely to be around the end of November or the beginning of December. My understanding is that there may be up to 6 per week from the RGV based on encounters. On both Wednesday and Friday, 1 and 3 of December, there were 2 flights each day from Harlingen to Honduras. If encounters do not accelerate, I think it reasonable to expect that the T42 flights to expel Hondurans to Villahermosa will be reduced or paused, as were the flights to Tapachula to expel Guatemalans after the direct T42 flights to Guatemala ramped up.

T42 direct expulsion flights to Guatemala began on 2 September. November was the highest month at 43, following October at 37 and September at 34, for a 3-month total of 114 (page 18). We do not know how many people on these flights were under Title 42 but it would be a substantial number given the increase from August (10) and the prior 6 months when there were only 3-5 per month.

The 43 flights in November ranked as the second highest month out of 23 months (45 in February 2020), and the last 3-month total of 114 ranked as the 2nd highest 3-month period since 1Q 2020.

Moreover, based on data from the Government of Guatemala, returns from the US by air in November were 4,784 compared to 3,540 in October, 3,354 in September and only 587 in August prior to the T42 flights. Over the past 3 months 11,678 Guatemalans were returned by air from the US. That said, November's air expulsions represent only 36% of the expulsions of Guatemalans (assuming November encounters are similar to October).

The increase in flights to Guatemala most likely contributed to fewer flights to Tapachula, MX, (discussed below) which were paused following the last flight 5 Nov, with only 5 in total in November.

T42 Expulsion flights to Southern Mexico of Guatemalans, Hondurans, Salvadorans, and a small number of Nicaraguans to the cities of Villahermosa and Tapachula, began on 5 August. In August there were 36 flights, in September 42, in October 35, and in November 25 for a 4-month total of 138, most likely expelling around 14,000 Guatemalans and Hondurans into Southern Mexico.

Significantly, flights to Tapachula were paused following the 5 November flight after 5 flights in November. Our understanding is that flights to Tapachula resulted in chain expulsions of Guatemalans to Tecún Úman, the same location Mexican returns of Guatemalans are received. This suspension of flights to Tapachula is most likely related to the reduction in encounters of Guatemalans (pages 13,18) and to the increase in direct T42 flights to Guatemala mentioned above.

Flights to Villahermosa to expel Hondurans continued almost every day with 20 flights in November, following 20 in October, 22 in September and 20 in August. The whole process is extremely opaque on behalf of ICE in terms of reporting the full chain of these expulsions from Mexico to home country, but it does not appear that at any step along the way there is an opportunity to access protections under international law. As mentioned above, we are watching for reductions in flights to Villahermosa following the new T42 flights to Honduras.

Based on the number of planes, and an estimated 100 people per plane (max is around 130), since these flights started in August there would have been 8,200 Hondurans to Villahermosa and 5,600 Guatemalans to Tapachula, for a total of around 14,000 people.

Flights to the interior of Mexico, excluding Tapachula and Villahermosa, fell significantly in September when the flights to Haiti escalated. In November flights increased to a total of 15 to Morelia (4), Mexico City (4), and Guadalajara (7), from 8 in both October and September, and approached the 17 in August. Between October and January there were 37-40 flights per month to the interior of Mexico.

***Lateral flights* of 23 in November were just over half of October (43) and the lowest month since June, most likely reflecting the reduction in encounters and the increase in direct T42 flights to Guatemala that started in September (page 9).** In the RGV, encounters almost halved from 81.1k in August to 45.3k in October. We expect November to be similar. In August there were 74 lateral flights from the RGV and **in November just 11 from the RGV. There were 12 lateral flights from Yuma** in November compared to 22 from Yuma in October, so we will be interested in November encounters in the Yuma sector. We believe encounters in the RGV will be similar in November to October.

The only destination for lateral flights in November was El Paso, there were no lateral flights to San Diego or Tucson in November.

Since lateral flights started in March there have been 336 lateral flights through November, resulting in up to 33,000 family members transported primarily from the RGV and Yuma where they were encountered and then flown to another city with most expelled into Mexico based on Mexico defining daily how many people can be expelled.

***Shuffle flights*, those domestic flight legs not connected to an international return flight, decreased in November from 364 in October to 321 (12%), reflecting primarily the lower number of lateral flights and returns (page 17).**

***Mexico Operated Removal Flights* to Northern Triangle countries were the same in November (14) as October, and slightly lower than September (16), with 2 to Guatemala compared to 4 in October, and 10 to Honduras compared to 7 in October (page 13).** We observed 2 flights to El Salvador compared to 3 in October. It appears these Mexican deportation flights began very modestly in April and more regularly in May. **Since May we have observed 67 flights from Mexico to Honduras, 34 to Guatemala and 8 to El Salvador. Since September 30 we have observed 5 removal flights from Mexico to Haiti, only 1 in November.**

Internal Mexico flights to Tapachula were lower in November at 12 compared to 20 in October, 29 in September, and 31 in August

We must note that tracking Magnicharter flights (Mexico's ICE Air) is tricky because they do not file flight plans visible to US applications (internal Mexico flights are often not in range of ground transponders). The international flights are somewhat easier, some with filed flight

plans, and based on observations, we capture Tapachula flights quite accurately. However, there is no visibility of internal Mexico Villahermosa flights and we know they operate. CHIRLA reports that individuals and families expelled from Magnicharter flights to Tapachula are treated identically to people expelled on Title 42 flights from Texas, with most people reporting no opportunity to apply for refugee status in Mexico before being forced to walk across the bridge in Tecun Úman.

Mexico Expulsions by land of Guatemalans and Hondurans. It is difficult to divine how many of these people are direct expulsions from Mexico and how many may be chain expulsions from the US with a subsequent expulsion from Mexico following an ICE Air T42 flight to Villahermosa and Tapachula.

Based on reporting from the Government of Guatemala, **in November there were 4,323 Guatemalans returned by Mexico on 130 buses to Tecun Únam, Guatemala, down from 5,555 in October.**

In November, 5,500 Hondurans were expelled to El Ceibo, Guatemala by Mexico on 155 buses (last 2 days estimated), down from 6,544 in October. Additionally, 1,025 Hondurans were expelled by Mexico to El Carmen, Guatemala on 30 buses, down from 1,560 in October.

There were no Salvadorans or Nicaraguans expelled to El Ceibo in November, however there were 736 and 1,306 Salvadorans expelled in October and September, respectively, and 152 Nicaraguans expelled in August.

In total, 10,848 people were expelled by Mexico to Guatemala in November (6,525 Hondurans and 4,323 Guatemalans), down 3,547 (25%) from October at 14,395.

NOVEMBER FLIGHT SUMMARY

In November, there were 634 likely ICE Air flights, down 49 (7%) from October, and down 132 (17%) from the record high 766 in September. Still, up 295 (87%) from July. Removal related flights decreased by just 6 (2%), while domestic shuffle flights decreased by 43 (12%).

- - 137 removal flights, with 126 return flights, to 12 different countries in Latin America and the Caribbean.
- - 50 domestic flights connecting directly to removal flights.
- - 321 domestic shuffle flights between deportation locations.
- - 371 domestic flights (connections and shuffle flights).
- - **Since President Biden's inauguration there have been 5,181 likely ICE Air flights** including 876 removal flights. If the 336 "lateral" flights to El Paso, San Diego and Tucson March-November are included, since they were essentially flights to expel by land, there would be **1,212 removal flights (including lateral).**

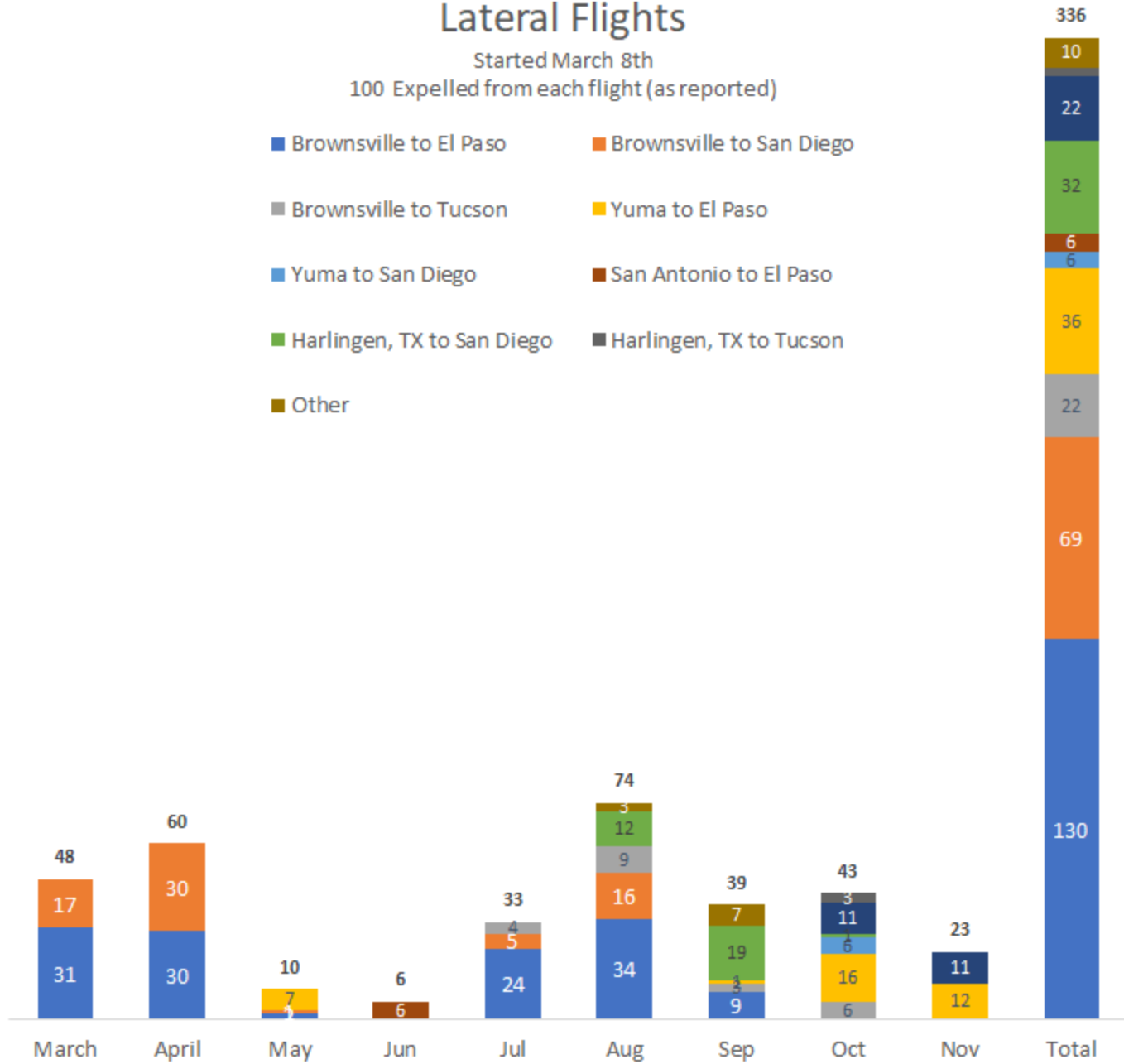
For the last 12 months, there were 5,810 likely ICE Air flights, 41% removal related (removal legs, connections and returns) and 59% shuffle flights around the US.

- - 1,017 removal flights, with 887 return flights, to at least 26 countries in Latin America, the Caribbean, Africa and Vietnam.
- - 499 domestic flights connecting directly to removal flights.
- - 3,407 domestic shuffle flights between removal locations.
- - 3,906 domestic flights (connections and shuffle flights).

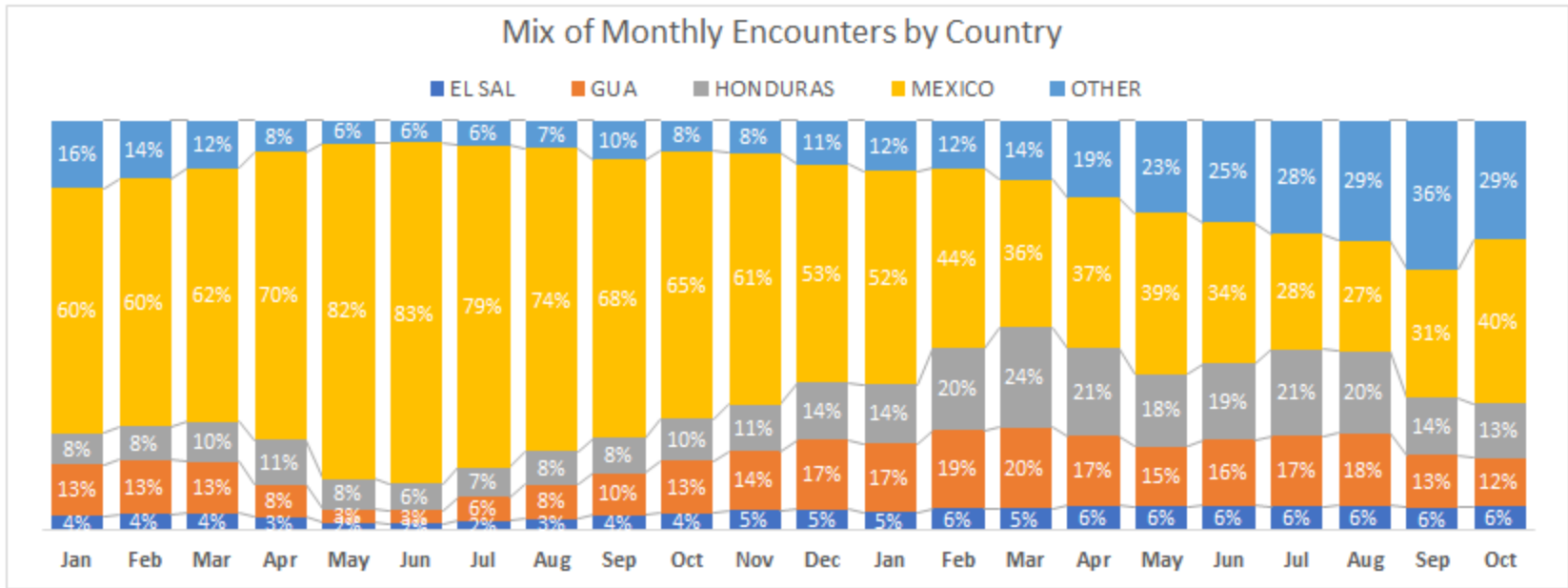
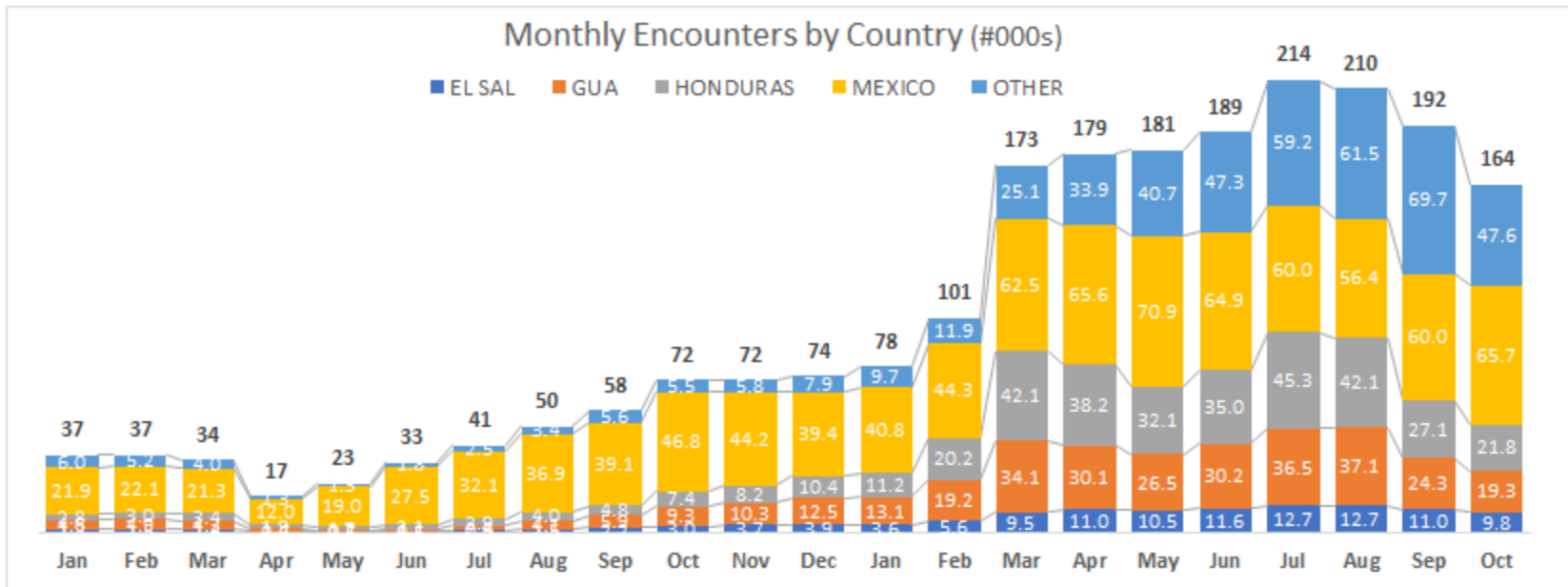
Lateral Flights

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

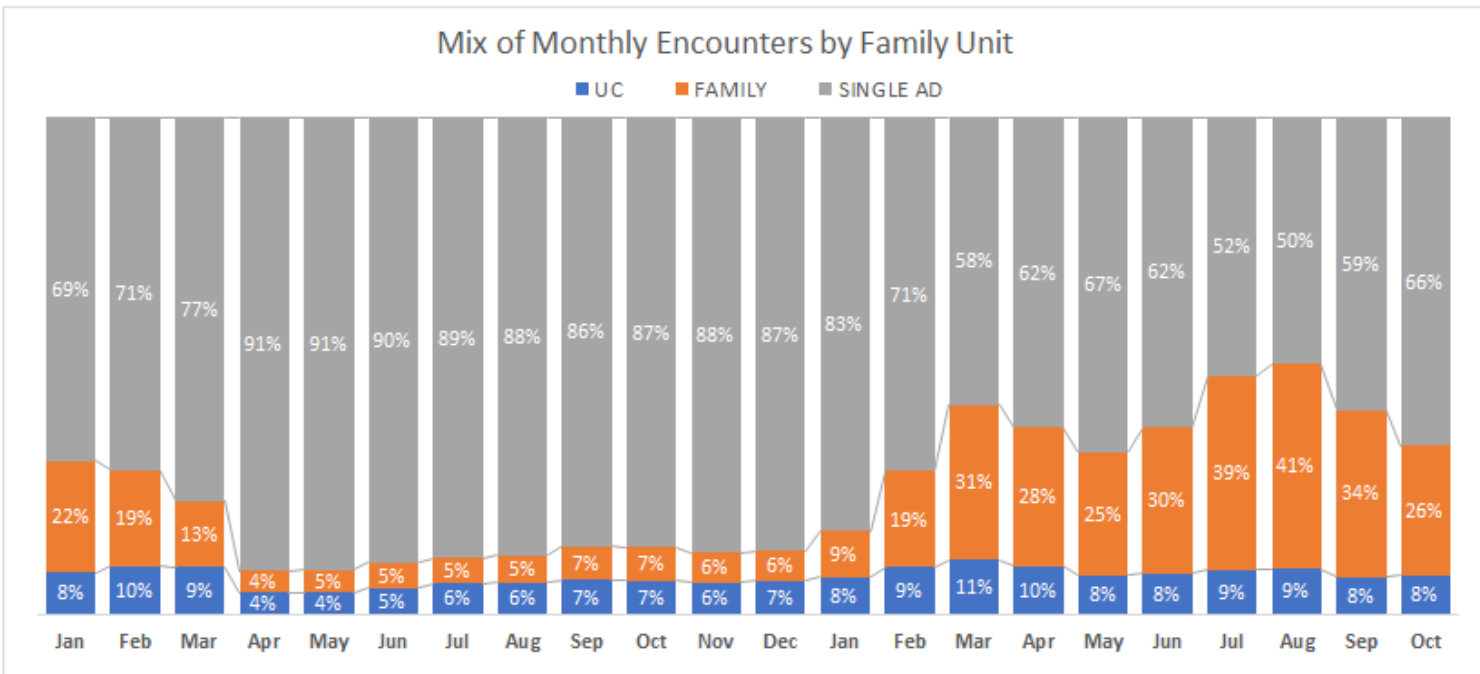
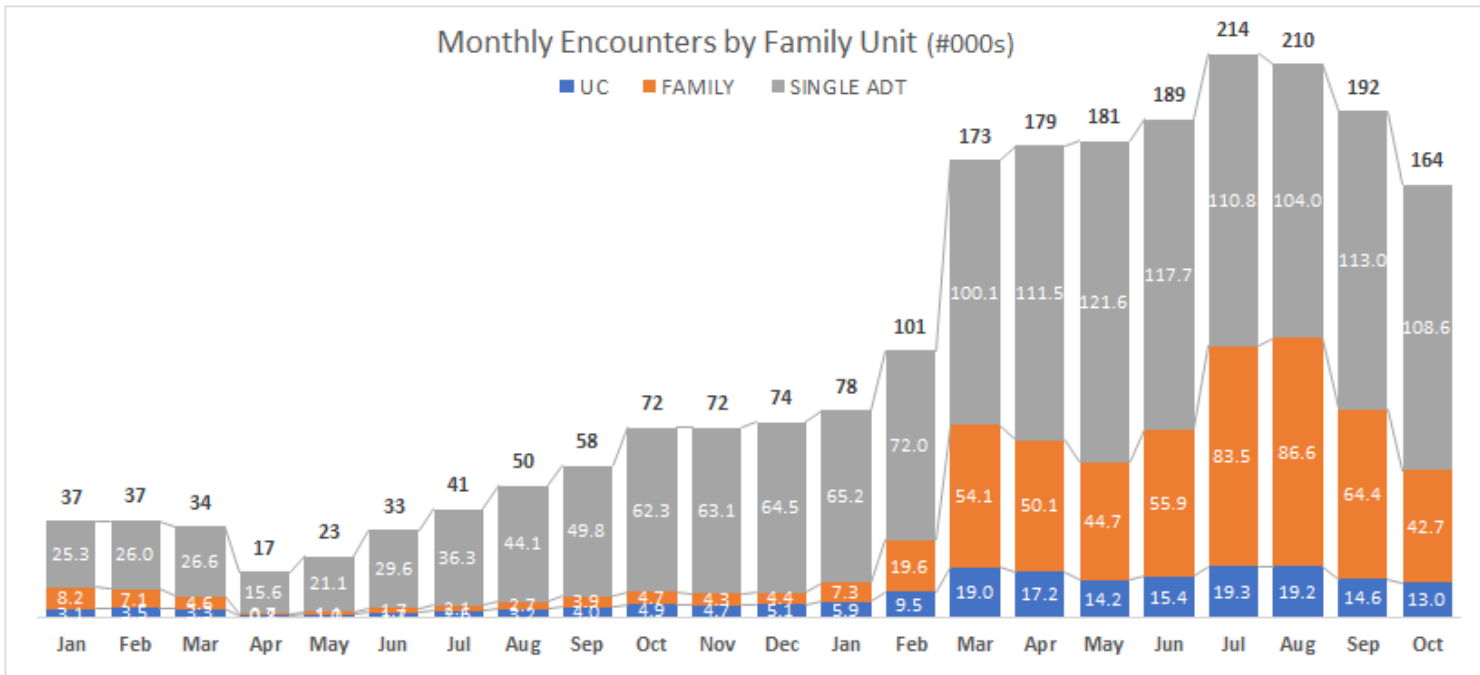
- Brownsville to El Paso
- Brownsville to San Diego
- Brownsville to Tucson
- Yuma to El Paso
- Yuma to San Diego
- San Antonio to El Paso
- Harlingen, TX to San Diego
- Harlingen, TX to Tucson
- Other



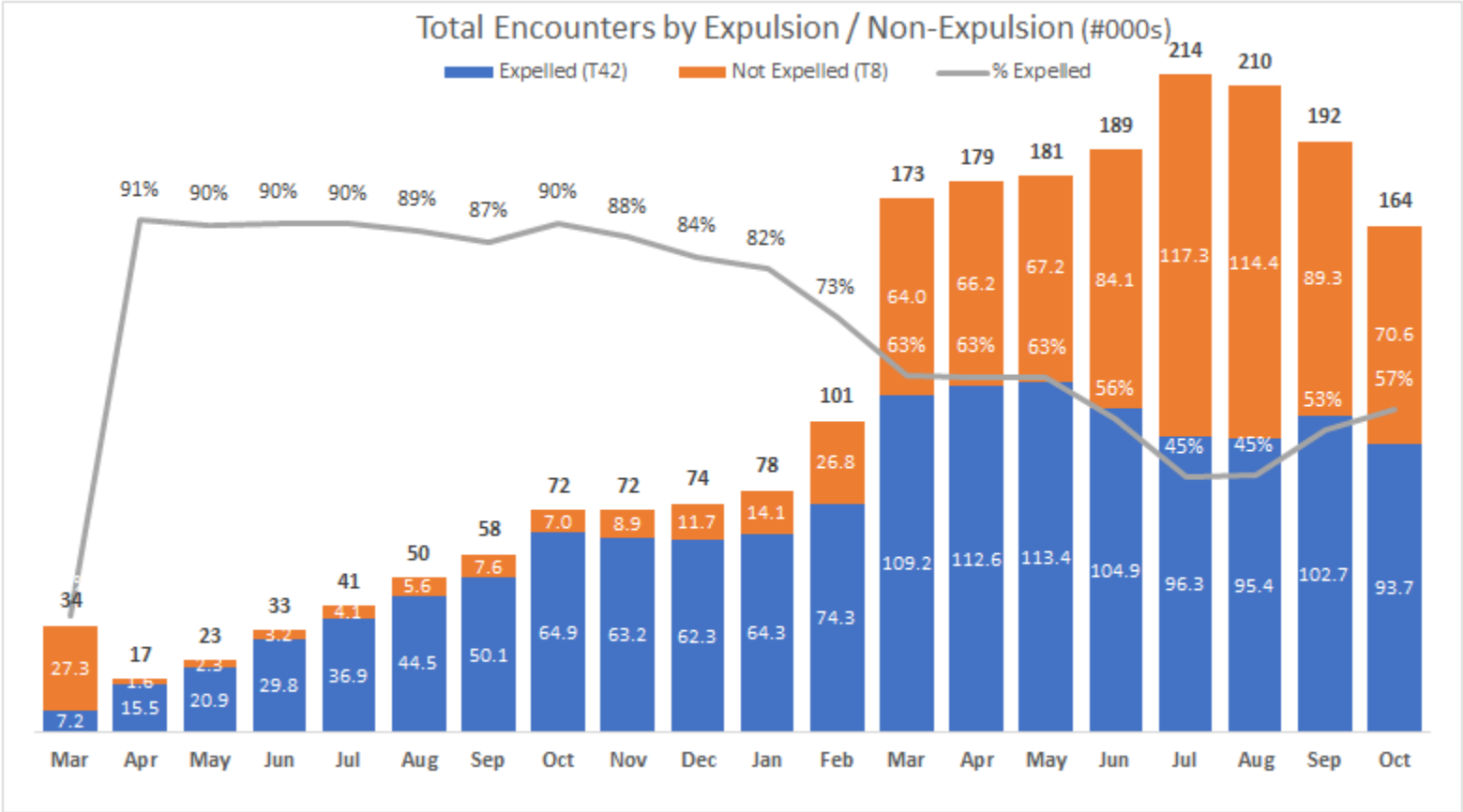
Excludes Return Legs



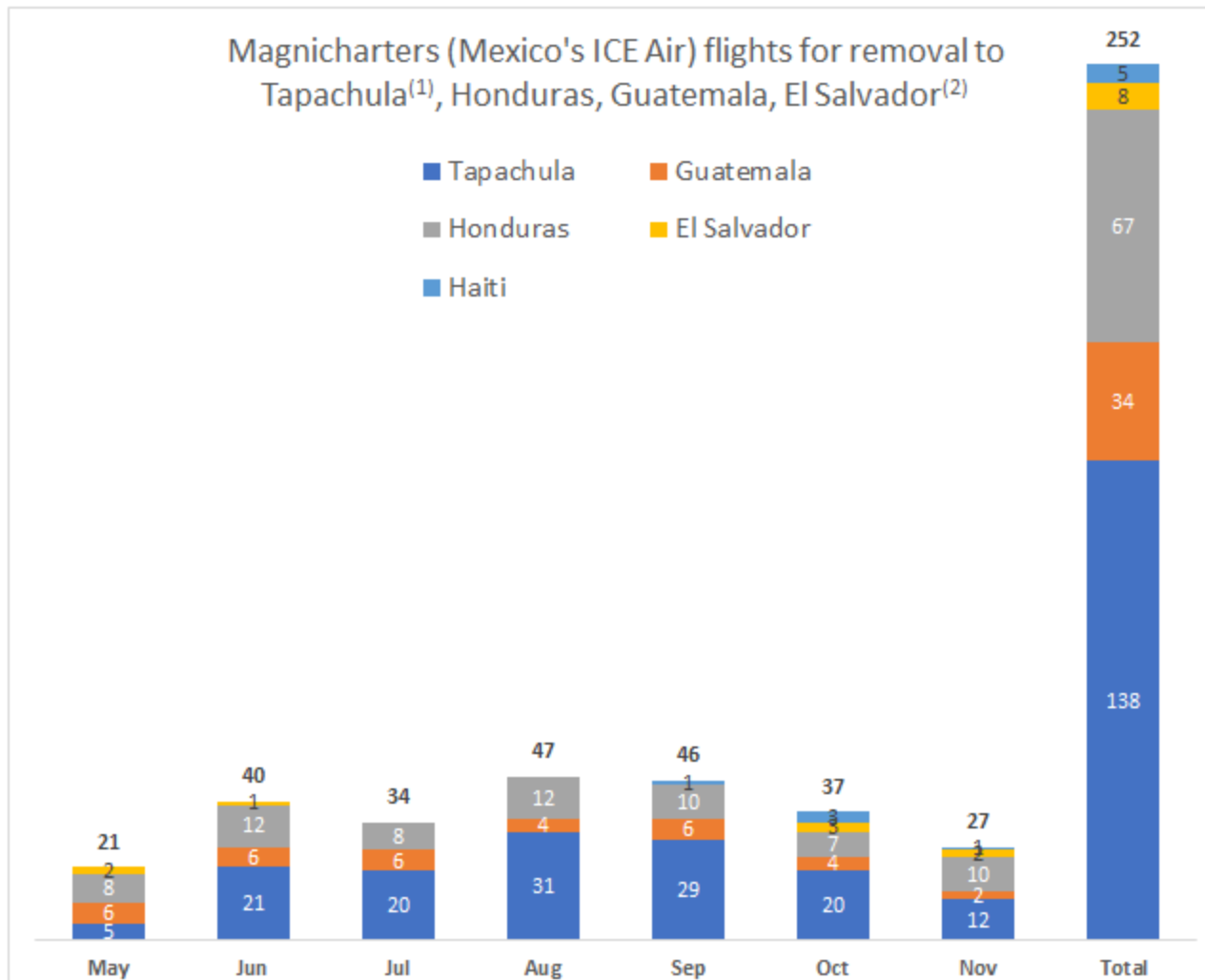
Customs and Border Patrol Encounters at the Southern Border.



Customs and Border Patrol Encounters at the Southern Border.



Customs and Border Patrol Encounters at the Southern Border.



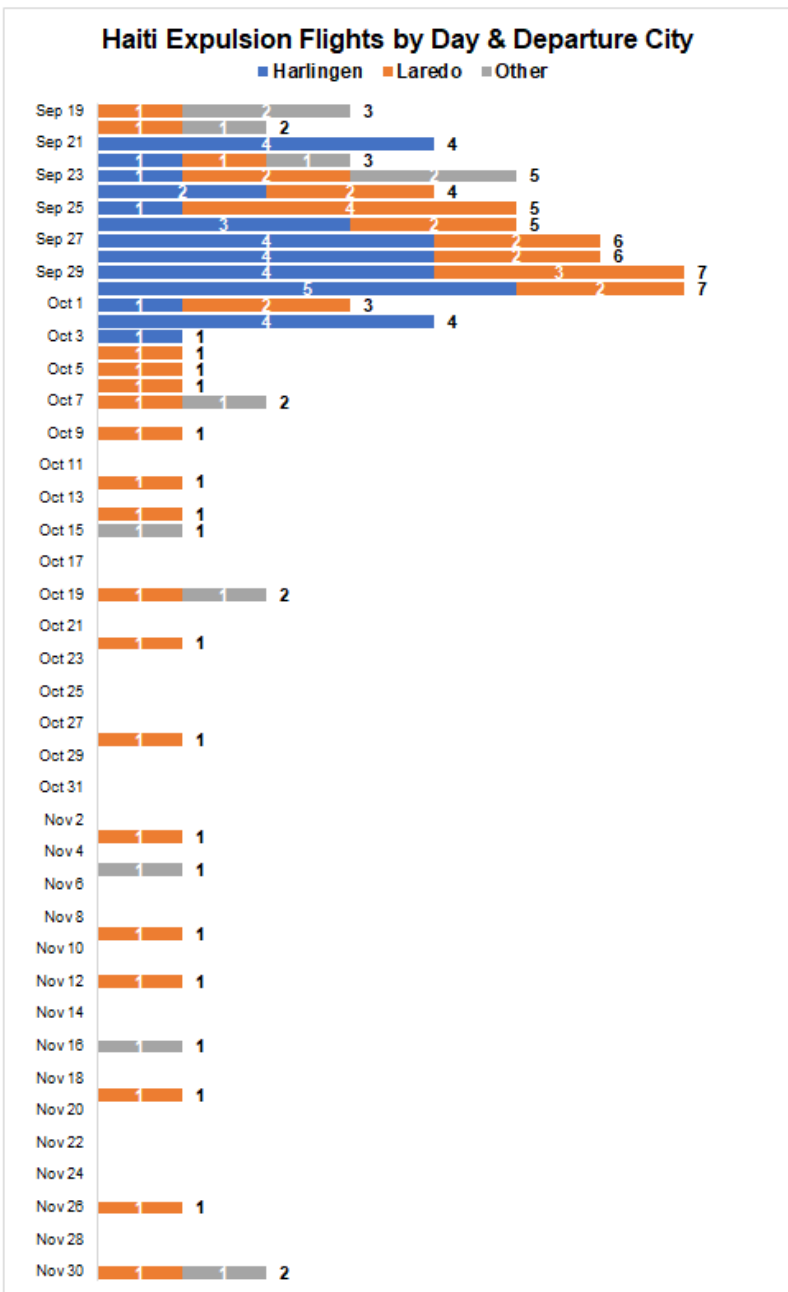
(1) Magnicharters does not file flight plans and does not seem to operate transponder "pings" all of the time so these are difficult to track. These include pings in Tapachula, either as arrivals or departures, but there is no double count. There may be instances where there is not even a ping in Tapachula, 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 Nov 30th



Departure and Arrival Cities

Flights To

Flights From	Flights To		Total	% of Total
	Port-au-Prince, Haiti	Cap-Haitien, Haiti		
Laredo, TX	28	12	40	46%
Harlingen/San Benito, TX	28	7	35	40%
Alexandria, LA	5	1	6	7%
San Antonio, TX	4	0	4	5%
Brownsville, TX	0	2	2	2%
Total	65	22	87	100%
% of Total	75%	25%	100%	

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

People To

People From	People To		Total	% of Total
	Port-au-Prince, Haiti	Cap-Haitien, Haiti		
Laredo, TX	2,971	1,273	4,244	46%
Harlingen/San Benito, TX	2,971	743	3,714	40%
Alexandria, LA	531	106	637	7%
San Antonio, TX	424	0	424	5%
Brownsville, TX	0	212	212	2%
Total	6,897	2,334	9,231	100%
% of Total	75%	25%	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 and GlobalX were also operating flights.

All the flights of about 100 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 almost 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 4 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 and also to 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 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	
	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov					H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg	H/(L) Prior Yr	% H/(L) Prior Yr
1 Removal	83	81	70	49	39	47	35	46	99	192	139	137	934	17%	1,017	18%	(2)	(1%)	44	47%	9	1%
2 Removal Connection Total Outbound	<u>61</u>	<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>438</u>	8%	<u>499</u>	9%	(4)	(7%)	<u>13</u>	33%	(180)	(29%)
3 Removal	144	133	120	84	65	69	55	74	151	241	193	187	1,372	25%	1,516	26%	(6)	(3%)	57	43%	(171)	(11%)
4 Removal Return	<u>70</u>	<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>817</u>	15%	<u>887</u>	15%	<u>0</u>	0%	<u>45</u>	56%	(45)	(5%)
5 Total Removal Related	214	204	181	127	97	104	84	109	237	414	319	313	2,189	40%	2,403	41%	(6)	(2%)	102	48%	(216)	(9%)
6 Domestic Shuffle	154	149	127	270	368	245	255	344	458	352	364	321	3,253	60%	3,407	59%	(43)	(12%)	(15)	(5%)	1,182	57%
7 Total Flights	368	353	308	397	465	349	339	453	695	766	683	634	5,442	100%	5,810	100%	(49)	(7%)	87	16%	966	22%
8 Total Domestic (Remove Connect + Shuffle)	215	201	177	305	394	267	275	372	510	401	418	371	3,691	68%	3,906	67%	(47)	(11%)	(3)	(1%)	1,002	37%
9 # Week Days (non-Holiday)	22	19	19	23	22	20	22	22	22	21	21	20	231		253		(1)	(5%)	(1)	(6%)	(2)	(1%)

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	
	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov					H/(L)	% H/(L)	H/(L)	% H/(L)	Prior Yr	% H/(L)
1 Guatemala City, Guat	9	7	6	5	3	5	3	5	10	34	37	43	158	17%	167	16%	6	16%	27	174%	(80)	(34%)
2 Honduras	0	8	5	8	9	11	8	10	14	20	12	14	119	13%	119	12%	2	17%	2	12%	(81)	(41%)
3 Villahermosa, Mexico	4	4	2	2	4	5	4	4	20	22	20	20	107	11%	111	11%	0	0%	8	60%	74	224%
4 Port-au-Prince, Haiti	2	2	14	10	6	2	0	1	2	39	18	9	103	11%	105	10%	(9)	(50%)	(1)	(13%)	68	194%
5 San Salvador, El Salvador	12	12	10	4	3	4	4	4	4	11	11	14	81	9%	93	9%	3	27%	8	121%	(18)	(18%)
6 Ecuador	7	5	6	4	5	7	4	5	7	11	7	6	67	7%	74	7%	(1)	(14%)	(1)	(12%)	26	63%
7 Tapachula, Mexico	0	0	0	0	0	0	0	0	16	20	15	5	56	6%	56	6%	(10)	(67%)	(4)	(41%)	56	n/a
8 Guadalajara, Mexico	10	8	5	2	1	0	0	8	9	4	4	7	48	5%	58	6%	3	75%	3	68%	(14)	(23%)
9 Mexico City, Mexico	10	8	5	4	4	4	5	4	4	2	2	4	46	5%	56	6%	2	100%	1	14%	(17)	(27%)
10 Cap-Haitien, Haiti	0	0	0	0	0	0	0	0	0	19	3	0	22	2%	22	2%	(3)	(100%)	(4)	(100%)	22	n/a
11 Morelia, Mexico	4	4	4	1	0	0	0	0	4	2	2	4	21	2%	25	2%	2	100%	3	200%	2	11%
12 Santo Domingo, DR	2	2	2	2	1	2	2	1	1	2	2	2	19	2%	21	2%	0	0%	0	20%	0	0%
13 Brazil	1	0	0	0	0	1	2	1	4	2	4	4	18	2%	19	2%	0	0%	2	71%	3	20%
14 Queretaro, Mexico	8	8	6	2	0	0	0	0	0	0	0	0	16	2%	24	2%	0	n/a	0	n/a	(9)	(36%)
15 Managua, Nicaragua	1	2	1	2	1	2	1	1	1	2	1	2	16	2%	17	2%	1	100%	1	50%	(2)	(11%)
16 Bogota, Colombia	1	1	1	1	1	1	1	0	2	1	0	2	11	1%	12	1%	2	n/a	1	140%	0	0%
17 Kingston, Jamaica	1	1	1	1	1	1	1	1	1	1	1	1	11	1%	12	1%	0	0%	0	0%	1	10%
18 Puebla, Mexico	4	5	2	0	0	0	0	0	0	0	0	0	7	1%	11	1%	0	n/a	0	n/a	(8)	(53%)
19 Piarco, Trinidad	0	1	0	0	0	1	0	1	0	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	1	50%
20 Kenya	0	1	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	1	0	0	0	0	1	0	0	0	0	0	0	1	0%	2	0%	0	n/a	(0)	(100%)	0	0%

Continued on Next Page

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

Removal Destination	<i>Rolling 12 months</i>												Year to		Last 12		Current Month		Current Month		Year to Date	
	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Date	% of Flights	Months	% of Flights	H/(L)	% H/(L)	H/(L)	% H/(L)	Prior Yr	% H/(L)
																	Pr Mth	Pr Mth	mth Avg	mth Avg	Ytd	Ytd
22	Gambia	0	1	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	0	1	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
24	Mauritania	0	1	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	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	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	n/a	0	n/a	(2)	(100%)
28	Liberia	1	0	0	0	0	0	0	0	0	0	0	0	0%	1	0%	0	n/a	0	n/a	(1)	(100%)
29	Cameroon	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	1	0	0	0	0	0	0	0	0	0	0	0	0%	1	0%	0	n/a	0	n/a	0	n/a
31	Panama City, Panama	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	1	0	0	0	0	0	0	0	0	0	0	0	0%	1	0%	0	n/a	0	n/a	0	n/a
33	Sierra Leone	1	0	0	0	0	0	0	0	0	0	0	0	0%	1	0%	0	n/a	0	n/a	0	n/a
34	Belize City, Belize	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	1	0	0	0	0	0	0	0	0	0	0	0	0%	1	0%	0	n/a	0	n/a	0	n/a
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	(1)	(100%)
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	(1)	(100%)
38	Ghana	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	n/a	0	n/a	(1)	(100%)
40	Senegal	1	0	0	0	0	0	0	0	0	0	0	0	0%	1	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	(1)	(100%)
42	Total	83	81	70	49	39	47	35	46	99	192	139	934	100%	1,017	100%	(2)	(1%)	44	47%	9	1%
43	Mexico Total	40	37	24	11	9	9	9	16	53	50	43	301	32%	341	34%	(3)	(7%)	10	33%	84	39%
44	Africa Total	5	3	0	0	0	0	0	0	0	0	0	3	0%	8	1%	0	n/a	0	n/a	(7)	(70%)
45	# Week Days (non-Holiday)	22	19	19	23	22	20	22	22	22	21	20	231		253		(1)	(5%)	(1)	(6%)	(2)	(1%)

ICE Air Removal Departure Cities YTD 2021

	<i>Rolling 12 months</i>												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov					H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg	H/(L) Ytd	% H/(L) Ytd
Removal Departure																						
1 Mission/McAllen/Edin, TX	0	0	0	0	0	0	0	0	29	59	47	45	180	19%	180	18%	(2)	(4%)	23	100%	180	n/a
2 Alexandria, LA	10	19	13	13	11	13	12	12	6	16	16	22	153	16%	163	16%	6	38%	10	76%	(41)	(21%)
3 Laredo, TX	11	9	12	7	8	9	9	8	9	26	17	14	128	14%	139	14%	(3)	(18%)	1	8%	59	86%
4 Harlingen/San Benito, TX	0	0	0	1	0	0	0	0	9	43	27	37	117	13%	117	12%	10	37%	24	181%	114	3800%
5 Brownsville, TX	16	12	11	9	8	11	6	7	21	14	16	0	115	12%	131	13%	(16)	(100%)	(13)	(100%)	(99)	(46%)
6 San Diego, CA	13	11	11	7	1	0	0	8	9	4	3	7	61	7%	74	7%	4	133%	3	75%	(1)	(2%)
7 Honduras	0	0	0	4	5	7	3	5	5	10	4	0	43	5%	43	4%	(4)	(100%)	(6)	(100%)	20	87%
8 Guatemala City, Guat	2	3	2	2	2	3	2	2	5	5	1	0	27	3%	29	3%	(1)	(100%)	(3)	(100%)	16	145%
9 San Salvador, El Salvador	7	5	7	0	0	0	1	1	0	3	2	6	25	3%	32	3%	4	200%	5	414%	20	400%
10 El Paso, TX	11	12	4	0	1	0	0	0	0	3	1	0	21	2%	32	3%	(1)	(100%)	(1)	(100%)	(75)	(78%)
11 Miami, FL	3	2	4	4	3	1	0	0	0	0	0	2	16	2%	19	2%	2	n/a	2	1100%	(18)	(53%)
12 San Antonio, TX	1	2	2	0	0	0	0	0	2	7	1	0	14	1%	15	1%	(1)	(100%)	(2)	(100%)	(7)	(33%)
13 Ecuador	0	0	0	0	0	0	0	1	2	1	2	4	10	1%	10	1%	2	100%	3	300%	6	150%
14 Phoenix, AZ	2	2	4	1	0	0	0	0	0	0	0	0	7	1%	9	1%	0	n/a	0	n/a	(67)	(91%)
15 Timehri, Guyana	0	0	0	0	0	0	2	0	1	1	0	0	4	0%	4	0%	0	n/a	(1)	(100%)	4	n/a
16 Brazil	0	0	0	0	0	0	0	0	1	0	2	0	3	0%	3	0%	(2)	(100%)	(1)	(100%)	(4)	(57%)
17 Port-au-Prince, Haiti	0	1	0	0	0	1	0	1	0	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	(4)	(57%)
18 San Juan, Puerto Rico	1	1	0	0	0	1	0	0	0	0	0	0	2	0%	3	0%	0	n/a	(0)	(100%)	(7)	(78%)
19 Kingston, Jamaica	0	0	0	0	0	0	0	1	0	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	(1)	(50%)
20 Other	6	2	0	1	0	1	0	0	0	0	0	0	4	0%	10	1%	0	n/a	(0)	(100%)	(86)	(96%)
21 Total	83	81	70	49	39	47	35	46	99	192	139	137	934	100%	1,017	100%	(2)	(1%)	44	47%	9	1%
22 # Week Days (non-Holiday)	22	19	19	23	22	20	22	22	22	21	21	20	231		253		(1)	(5%)	(1)	(6%)	(2)	(1%)

Total ICE Air Flights

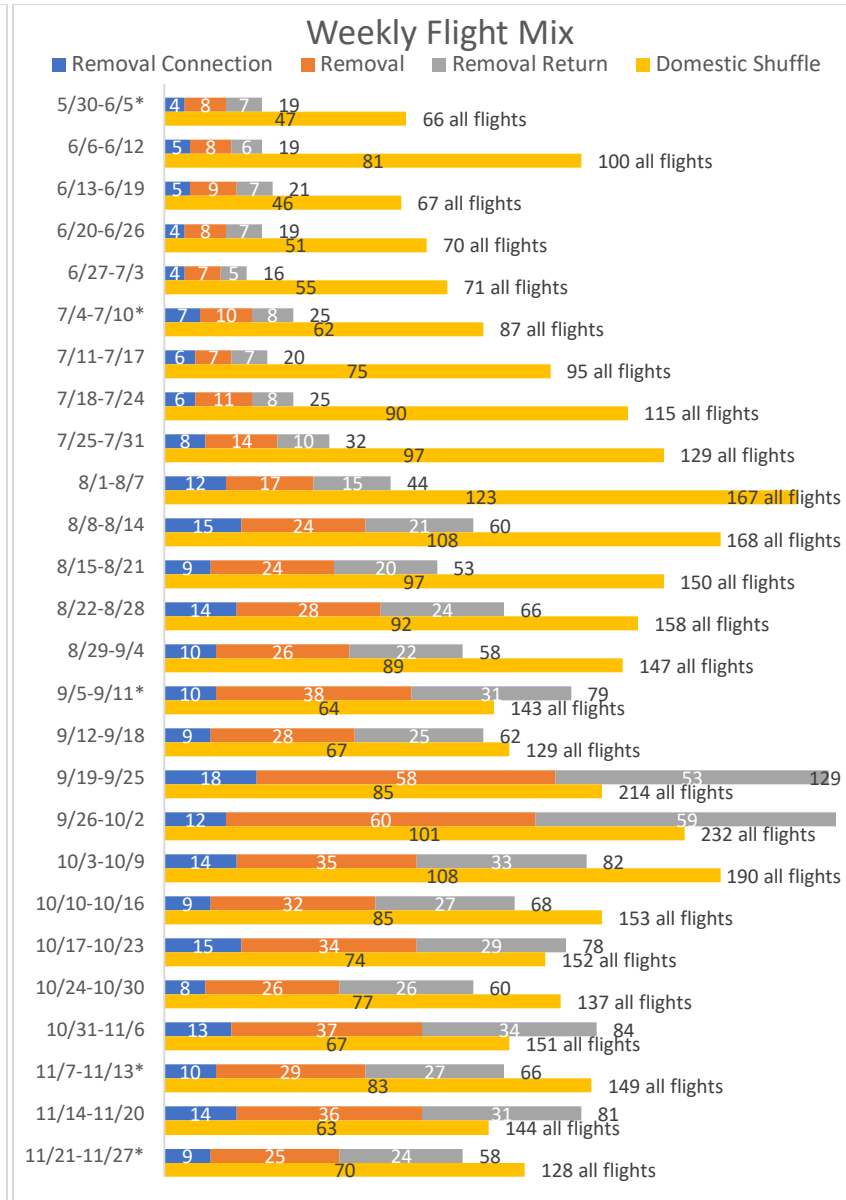
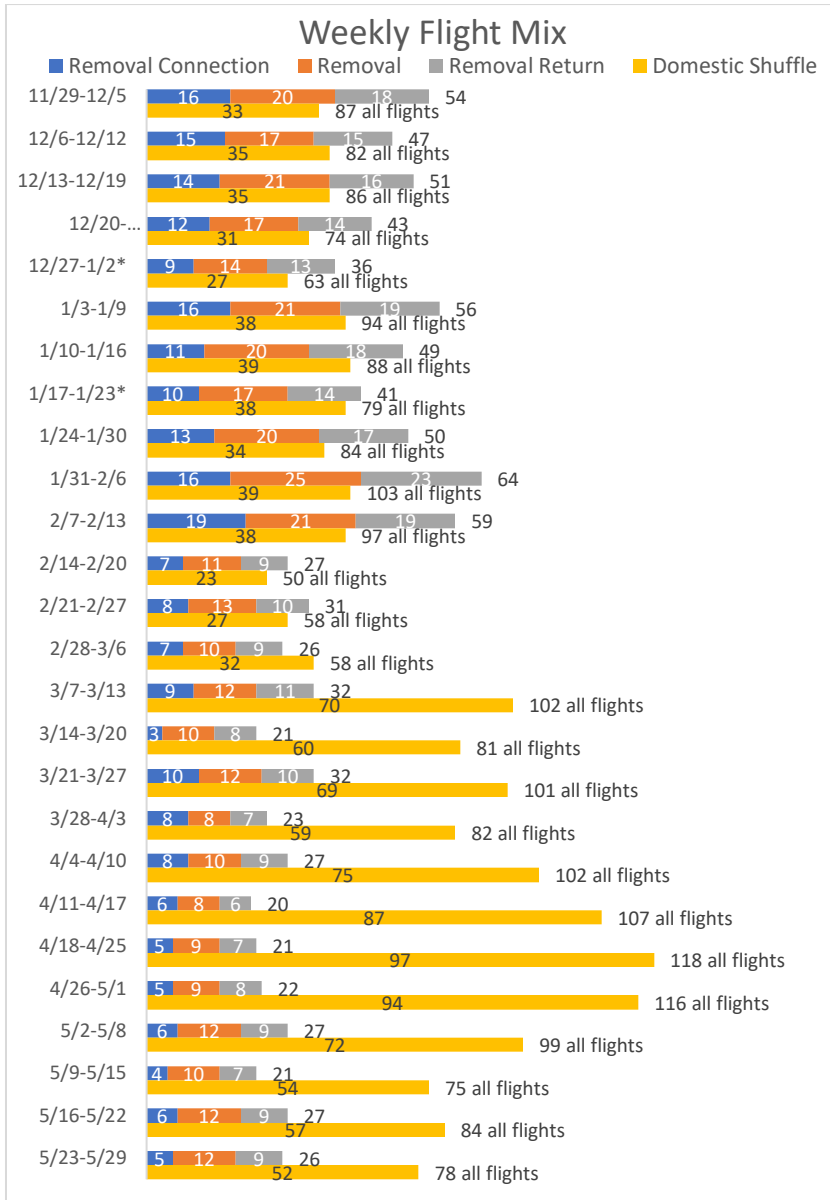
Flight Category	Pre-Biden		Ytd Average				Current Month				Flights since	
	Nov/Dec		Ytd Mo Avg	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	Current Month	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	01/21/21	% of Flights
	2020 Mo Avg	% of Flights										
1 Removal	83	23%	85	2	2%	17%	137	54	65%	22%	876	22%
2 Removal Connection	<u>56</u>	15%	<u>40</u>	<u>(16)</u>	(29%)	8%	<u>50</u>	(6)	(11%)	8%	<u>401</u>	8%
3 Total Outbound Removal	139	38%	125	(14)	(10%)	25%	187	48	35%	29%	1,277	29%
4 Removal Return	<u>72</u>	20%	<u>74</u>	<u>3</u>	4%	15%	<u>126</u>	55	76%	20%	<u>766</u>	20%
5 Total Removal Related	211	58%	199	(12)	(5%)	40%	313	103	49%	49%	2,043	49%
6 Domestic Shuffle	152	42%	296	144	95%	60%	321	170	112%	51%	3,138	51%
7 Total Flights	362	100%	495	133	37%	100%	634	272	75%	100%	5,181	100%
8 Total Domestic (Remove Connect + Shuffle)	208	57%	336	128	62%	68%	371	164	79%	59%	3,539	59%
9 # Week Days (non-Holiday)	21		21	0	0%		20	(1)	(5%)		219	

ICE Air Removal Destination Cities

	Removal Destination	Pre-Biden		Ytd Average				Current Month				Flights since 01/21/21	
		Nov/Dec 2020 Mo Avg	% of Flights	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	Flights since 01/21/21	% of Flights
1	Guatemala City, Guatemala	13	16%	14	1	10%	17%	43	30	231%	31%	153	17%
2	Honduras	0	0%	11	11	n/a	13%	14	14	n/a	10%	112	13%
3	Villahermosa, Mexico	5	5%	10	5	116%	11%	20	16	344%	15%	104	12%
4	Port-au-Prince, Haiti	3	3%	9	7	275%	11%	9	7	260%	7%	101	12%
5	San Salvador, El Salvador	12	14%	7	(4)	(36%)	9%	14	3	22%	10%	73	8%
6	Ecuador	6	7%	6	0	2%	7%	6	0	0%	4%	64	7%
7	Guadalajara, Mexico	9	11%	4	(5)	(52%)	5%	7	(2)	(22%)	5%	43	5%
8	Mexico City, Mexico	9	11%	4	(5)	(54%)	5%	4	(5)	(56%)	3%	40	5%
9	Tapachula, Mexico	0	0%	5	5	n/a	6%	5	5	n/a	4%	56	6%
10	Queretaro, Mexico	8	10%	1	(7)	(82%)	2%	0	(8)	(100%)	0%	10	1%
11	Morelia, Mexico	5	5%	2	(3)	(58%)	2%	4	(1)	(11%)	3%	18	2%
12	Santo Domingo, DR	2	2%	2	(0)	(14%)	2%	2	0	0%	1%	17	2%
13	Cap-Haitien, Haiti	0	0%	2	2	n/a	2%	0	0	n/a	0%	22	3%
14	Managua, Nicaragua	2	2%	1	(0)	(3%)	2%	2	1	33%	1%	15	2%
15	Brazil	1	1%	2	1	227%	2%	4	4	700%	3%	18	2%
16	Puebla, Mexico	4	5%	1	(3)	(84%)	1%	0	(4)	(100%)	0%	4	0%
17	Kingston, Jamaica	1	1%	1	0	0%	1%	1	0	0%	1%	11	1%
18	Bogota, Colombia	1	1%	1	0	0%	1%	2	1	100%	1%	11	1%
19	Piarco, Trinidad	0	0%	0	0	n/a	0%	0	0	n/a	0%	2	0%
20	Timehri, Guyana	1	1%	0	(0)	(82%)	0%	0	(1)	(100%)	0%	1	0%
21	Kenya	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
22	Liberia	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
23	Gambia	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
24	Cameroon	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
25	Nigeria	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
26	Senegal	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
27	Mauritania	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	Sierra Leone	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
31	Dem Rep of Congo	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
32	Guinea	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
33	Angola	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
34	Total	83	100%	85	2	2%	100%	137	54	65%	100%	876	100%
35	# Week Days (non-Holiday)	21		21	0	0%		20	(1)	(5%)		219	

ICE Air Weekly Flight Mix -

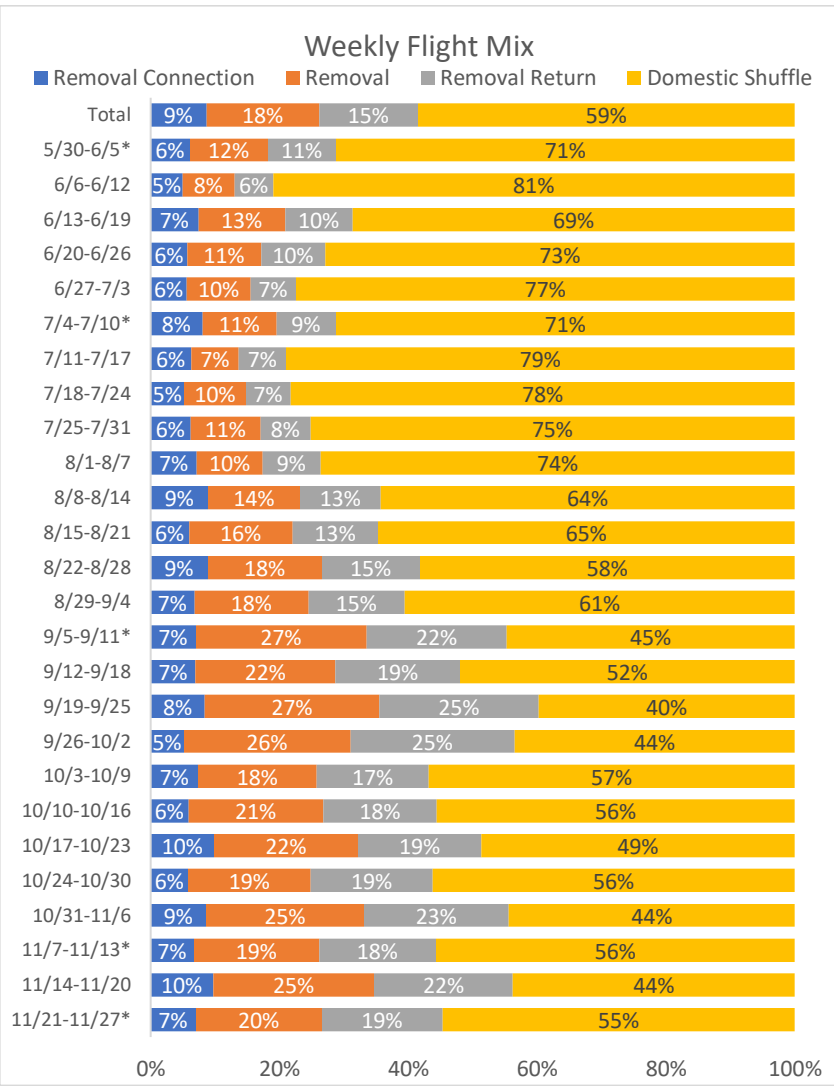
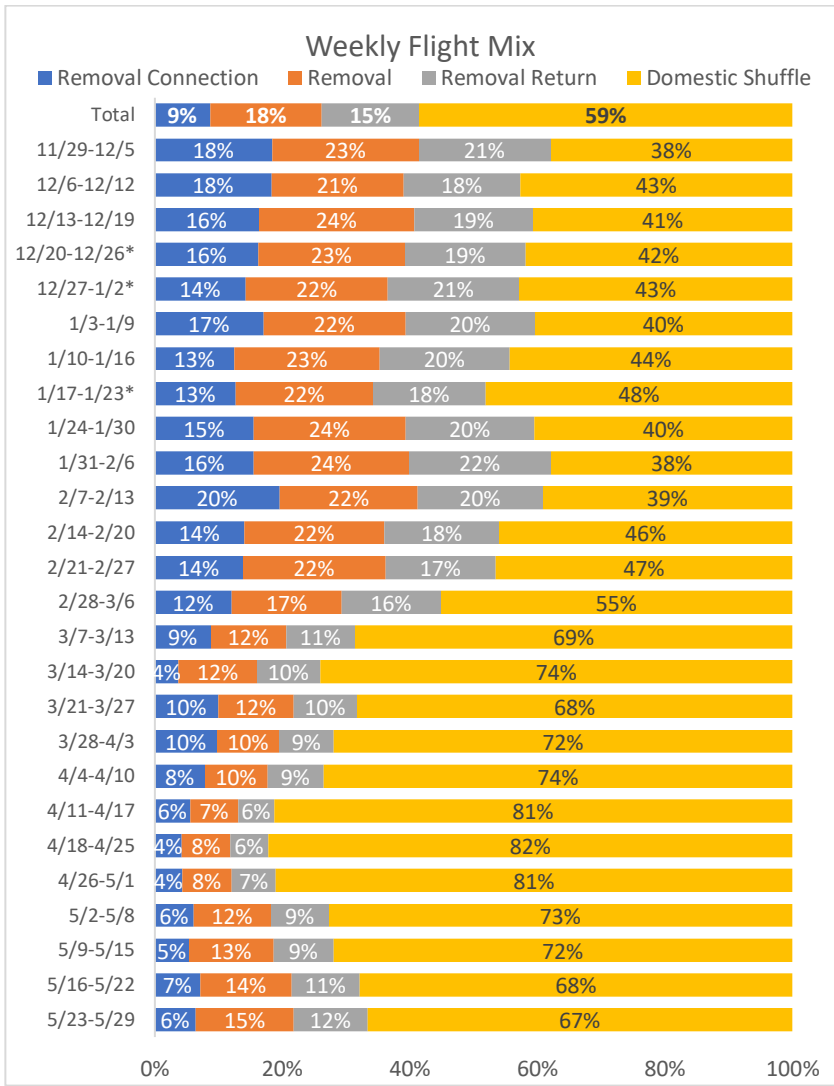
Rolling 12 Months



^ short week
* Holiday

Ice Air Weekly Flight Mix - %

Rolling 12 Months



^ short week

* Holiday

ICE Air Domestic Last 6 months (Jun-Nov)

Destination City

Departure City	Destination City											Total	% of Total	
	Alexandria, LA	Brownsville, TX	Phoenix, AZ	El Paso, TX	Harlingen/San Benito, TX	San Antonio, TX	San Diego, CA	Laredo, TX	Miami, FL	Yuma, AZ	Columbus, GA			Other
Alexandria, LA		107	8	8	43	61	3	1	6	8	3	87	335	14%
Phoenix, AZ	48	26	2	21	31	4	39	3	2	33	1	61	271	12%
Brownsville, TX	32	1	23	67	2	7	22		22		1	87	264	11%
San Antonio, TX	47	14	4	9	44		5	62		16	5	46	252	11%
El Paso, TX	15	57	28		16	21	1	5		7	5	40	195	8%
San Diego, CA	1		78	2		17			2			5	105	4%
Harlingen/San Benito, TX	11	1	4	24			36	3	5		1	14	99	4%
Miami, FL	14	4	7	3	14	4		5			22	21	94	4%
Yuma, AZ	10		1	29			6	17			1	2	66	3%
Columbus, GA	31	4	3			10			2			9	59	3%
Del Rio, TX	33			10		1		1			2	5	52	2%
Other	119	51	53	23	14	27	27	19	31	0	18	173	555	24%
Total	361	265	211	196	164	152	139	116	68	66	59	550	2,347	100%
% of Total	15%	11%	9%	8%	7%	6%	6%	5%	3%	3%	3%	23%	100%	

ICE Air Removals Last 6 months (Jun-Nov)

Destination City

Departure City	Guatemala City, Guatemala	Villahermosa, Mexico	Honduras	Port-au-Prince, Haiti	Tapachula, Mexico	San Salvador, El Salvador	Ecuador	Guadalajara, Mexico	Cap-Haitien, Haiti	Mexico City, Mexico	Brazil	Other	Total	% of Total
	Mission/McAllen/Edinburg, TX	49	74	1		56							0	180
Harlingen/San Benito, TX	27		35	28		17	1		7			1	116	18%
Alexandria, LA	22		10	6		13	11		1			21	84	13%
Laredo, TX		9		28				1	12	21		12	83	13%
Brownsville, TX	34	7	13			3			2			5	64	10%
San Diego, CA								31				0	31	5%
Honduras						1	26					0	27	4%
Guatemala City, Guatemala			1			14						0	15	2%
San Salvador, El Salvador			11				2					0	13	2%
Ecuador											10	0	10	2%
San Antonio, TX			3	7								0	10	2%
Other	0	0	4	0	0	0	0	0	0	0	7	4	15	2%
Total	132	90	78	69	56	48	40	32	22	21	17	43	648	100%

% H/(L)

20% 14% 12% 11% 9% 7% 6% 5% 3% 3% 3% 3% 7% 100%

Appendix – Full Year 2020

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 MthAvg
1 Removal	91	100	91	47	61	68	82	70	100	132	83	83	1,008	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	152	166	142	84	110	113	143	123	168	208	134	144	1,687	35%	10	7%	(21)	(13%)	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	240	259	225	128	167	182	225	190	258	324	207	214	2,619	54%	7	3%	(44)	(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	431	469	489	280	359	386	403	354	450	499	356	368	4,844	100%	12	3%	(101)	(22%)	(19)	(5%)
8 Total Domestic (Remove 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%

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)

	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 MthAvg	
Removal Destination Cities																					
1 Guatemala City, Guatemala	42	45	33	10	7	7	13	14	21	29	17	9	247	25%	(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	4	10	2	2	2	2	3	2	7	5	7	48	5%	2	40%	2	35%	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	0	1	4	2	3	1	1	1	1	1	0	1	16	2%	1	n/a	(1)	(38%)	(0)	(21%)	
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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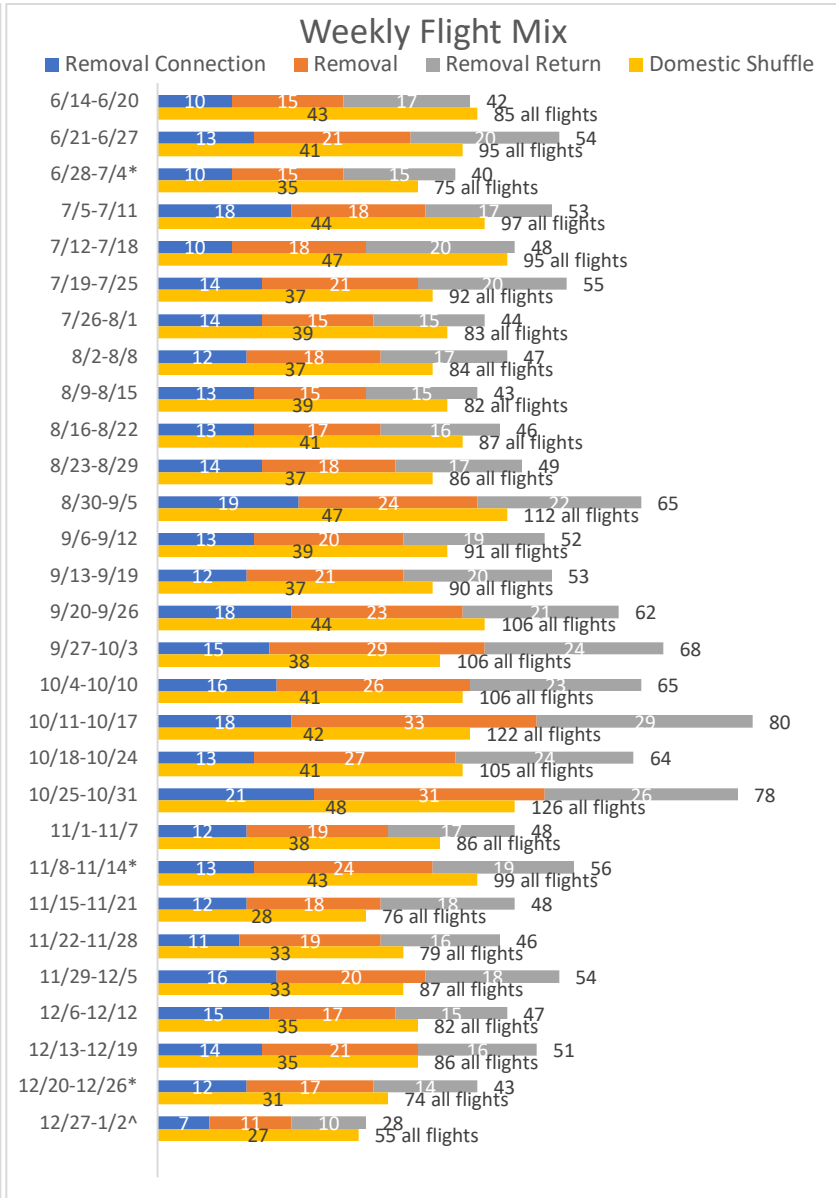
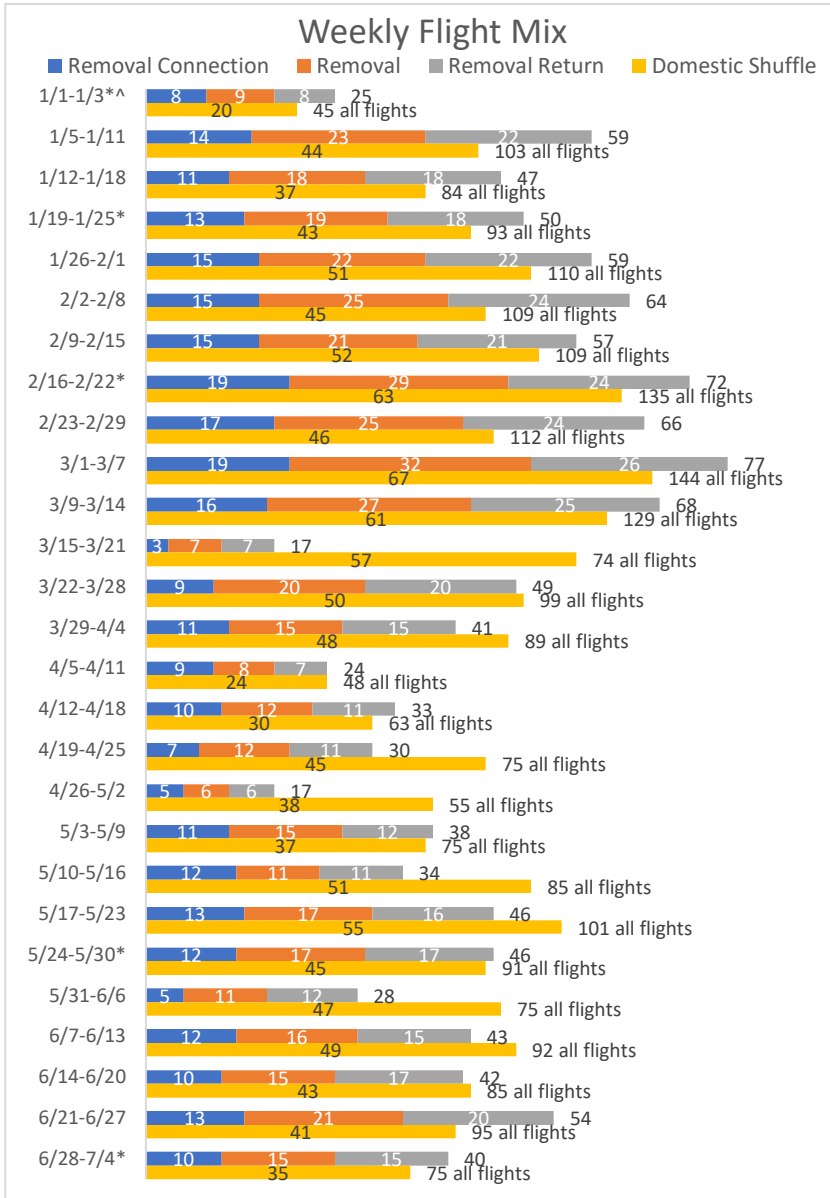
Pre-COVID = Jan 1 to Mar 13
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ICE Air Removal Destination Cities YTD 2020 (2 of 2)

	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 Mth Avg	% H/(L) Pre-COVID Mth Avg	H/(L) In-COVID Mth Avg	% H/(L) In-COVID Mth Avg											
Removal Destination Cities																															
21	Dem Rep of Congo	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	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	1	0	0	1	2	0%	1	n/a	1	n/a	1	375%											
24	Nassau, Bahamas	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	1	1	0%	1	n/a	1	n/a	1	850%											
26	Belize City, Belize	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	1	1	0%	1	n/a	1	n/a	1	850%											
28	Panama City, Panama	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	1	1	0%	1	n/a	1	n/a	1	850%											
30	Ghana	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	1	0	1	0%	(1)	(100%)	0	n/a	(0)	(100%)											
32	Cote d'Ivoire	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	1	1	0%	1	n/a	1	n/a	1	850%											
34	Argyle, Saint Vincent	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	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	1	1	0%	1	n/a	1	n/a	1	850%											
37	Total	91	100	91	47	61	68	82	70	100	132	83	83	1,008	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
 In-COVID = Mar 14 to Dec 31

ICE Air Weekly Flight Mix -



^ short week
* Holiday