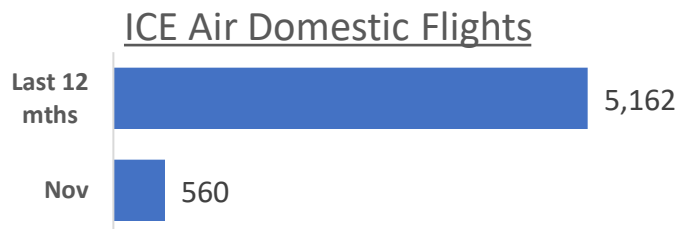
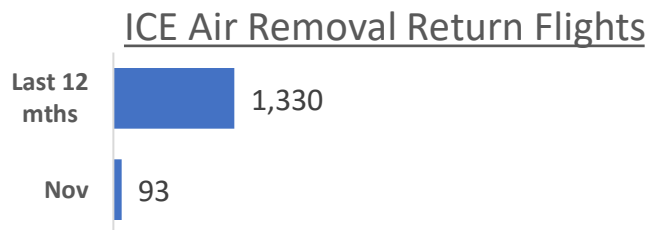
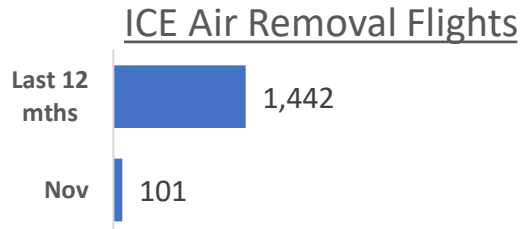
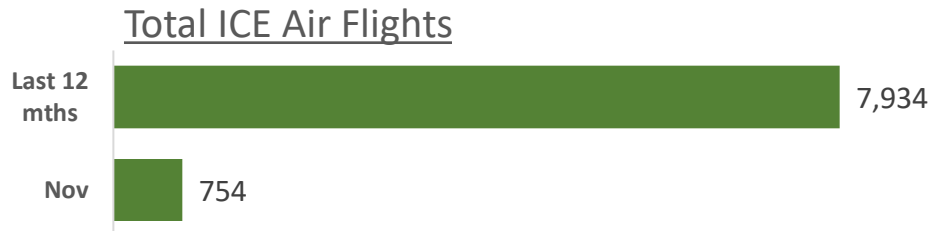
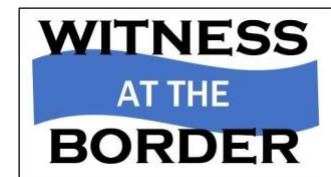


ICE Air Flights

November 2022 and Last 12 Months



- December 4, 2022
Thomas H Cartwright



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

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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.

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

[Instagram: Witness At The Border](#)

ICE AIR EXECUTIVE SUMMARY – NOVEMBER 2022

- 18,220 TOTAL ICE AIR FLIGHTS OPERATED IN 2020/2021/YTD2022. SINCE INAUGURATION: 13,114 TOTAL FLIGHTS.
- 3,379 REMOVAL FLIGHTS OPERATED IN 2020/2021/YTD2022. SINCE INAUGURATION: 2,312 REMOVAL FLIGHTS.
- 754 TOTAL ICE AIR FLIGHTS OPERATED IN NOVEMBER, UP 69 (10%) FROM THE PRIOR MONTH. NOVEMBER WAS 70 ABOVE THE PRIOR 6-MONTH AVERAGE OF 684.
- TOTAL ICE AIR FLIGHTS OF 754 WERE UP SIGNIFICANTLY BY 124 (20%) FROM NOVEMBER 2021.
- 128 LATERAL FLIGHTS IN NOVEMBER, ECLIPSING THE PRIOR HIGH RECORD OF 115 IN OCTOBER 2022 AND THE PRIOR 6-MONTH AVERAGE OF 67, DRIVING A 35-MONTH RECORD HIGH OF 523 DOMESTIC SHUFFLE FLIGHTS. SEE DETAIL IN THE LATERAL AND SHUFFLE SECTIONS BELOW.
- 101 REMOVAL FLIGHTS IN NOVEMBER, UP 18 (22%) FROM THE PRIOR MONTH AND DOWN 32 (24%) FROM NOVEMBER 2021, AND DOWN 25 (20%) FROM THE PRIOR 6-MONTH AVERAGE.
- AFTER THE END (HOPEFULLY) OF T42 ON 21 DECEMBER I WILL BE WATCHING CLOSELY FOR ANY CHANGES, INCLUDED, BUT NOT LIMITED TO, AN INCREASE IN AIRCRAFT AND FLIGHTS, ANY CHANGE IN DOMESTIC OR INTERNATIONAL ROUTES, AND CHANGES IN LATERAL FLIGHT VOLUME AND PATTERNS.

LAST 12 MONTHS

Over the last 12 months, all under President Biden, there have been a likely **7,934 ICE Air flight legs** as compared to **4,845 in 2020**, a **startling, unexpected, and disappointing increase of 3,089 (64%) over 2020** (page 19).

Of these flights, **1,442 were removal flights, an increase of 433 (43%) over the 1,009 in 2020**.

Shuffle flights, those just moving people in the US to and between detention/deportation centers were **4,680 over the last 12 months**, a staggering increase of **2,455 (110%)** over the **2,225** in 2020.

On a year-to-date (YTD) basis, total flights are up **1,810 (33%)** from the prior YTD, and removal flights are up **393 (42%)** from the prior YTD (pages 18).

NOVEMBER 2022

Total Flights of 754 in November, utilizing 29 different planes operated by 5 different charter carriers (IAero aka Swift, World Atlantic, GlobalX, OMNI, and Gryphon) were up **69 (10%)** from October, and were above the average of the prior 6 months (**684**) by **70 (10%)**.

The increase of 69 total flights from October can be attributed to the increase in removal related flights (removal, connection, and return) of **38 (20%)**, and an increase in shuffle flights of **31 (6%)**, driven by an increase in lateral flights of **13** (page 19).

Lateral Flights surged to a record **128** from **115** in October, the highest month recorded since they began in March 2021. Moreover the **128** was almost 2x the prior 6-month average of **67** (page 11).

It is difficult now for me to estimate the number of lateral flights that operate to move Venezuelans along the border for expulsion. OIM Mexico will no longer provide me with expulsion numbers and the CBP statistics are worthless for this purpose as they report the T42 expulsions in the location where a person undergoes processing, not necessarily where they are expelled. That said, **I would estimate the equivalent of 15-25 lateral flights in November were “laterals for expulsion.”**

What is clear is that decompression is still occurring primarily in El Paso, and to a lesser extent, at least by air, in Yuma and Tucson with lateral flights averaging 4.3 per day in November.

In November, **104 (81%)** laterals originated in El Paso, **13 (10%)** in Tucson, and **11 (9%)** in Yuma. In November, the proportion of originations tilted a bit more to El Paso (76% to 81%) and Tucson (4% to 10%), and away from Yuma (18% to 9%).

Destination cities included Harlingen, TX receiving **62 (48%)** flights, Laredo, TX receiving **42 (33%)**, and San Diego receiving **24 (19%)**. In November compared to October, the proportion of flights to these receiving cities was quite similar with Harlingen (50% to 48%), Laredo (31% to 33%) and San Diego (17% to 19%) changing minimally.

I am watching very closely to see if the pace and geography of laterals, which have been very consistent on a daily basis, will change in the run up to 21 December, and after.

In addition to these lateral flights there are lateral buses as well into which there is no visibility, including for expulsions of Venezuelans. **My understanding is that there are buses now to at least San Diego, Laredo, and to a lesser extent Tucson and the Rio Grande Valley for decompression and expulsions.**

Removal Flights in November of 101 were up 18 (22%) from October, and down 25 (20%) from the prior 6-month average. Moreover, removal flights were down 32 (24%) from November 2021. As mentioned above, I am not sure how to estimate the number of lateral flights which were “lateral for expulsion” and therefore effectively removal flights. However, if expulsions of Venezuelans in November were similar to October, as were lateral flights during the expulsion period, then it could be in the range of 15 to 25 lateral flights that are essentially removal flights.

Of the 18 removal flight increase from October, flights to Guatemala were up 6 (20 to 26), Ecuador up 6 (2 to 8), Africa up 3 (0 to 3), Jamaica up by 2 (0 to 2). And, Honduras (22 to 23), El Salvador (10 to 11), Peru (3 to 4), Albania (0 to 1), all up 1. These increases were offset by a decrease in flights to Colombia of 3 (20 to 17),

Of the 32 removal flight decrease from November 2021, flights to Mexico were down 40 (40 to 0), with a total of 25 flights in November 2021 to Tapachula and Villahermosa to expel Hondurans and Guatemalans.

Flights to Guatemala were down 17 (43 to 26) from November 2021, and Haiti down 9 (9 to 0). These decreases were offset by increases in flights to Colombia of 15 (2 to 17), to Honduras of 9 (14 to 23), to Ecuador 5 (3 to 8), and to Peru 4 (0-4) and Africa 3 (0-3). (pages 19,21,31).

Removal flights were below the prior 6-month average (126) by 25 (20%).

It should be noted that 4 of the removal flights relate to one small jet (generally 10-12 passengers maximum) that included Albania, Sudan, South Sudan, and Kenya.

Flights to the Northern Triangle Countries of Guatemala (26), Honduras (23), and El Salvador (11) comprised 59% of all removal flights, a bit lower than October, and with Colombia (17) they comprised 76% of removal flights. (pages 20,21).

Direct T42 flight influence. Based on a court declaration on 10 November by Blas Nuñez-Neto, countries now accepting T42 flights are: Guatemala (26), Honduras (23), Colombia (17), Peru (4), Ecuador (8), Brazil (2), and Haiti (0), and they totaled 80 flights and made up 79% of all removal flights in November flight (page 20,21).

This is not to say all the people returned on these flights were returned under T42. It is unknown how many were under T8, especially under the new asylum rule and expedited removal. The percentage of removal flights originating in Alexandria, LA, typically T8 flights, increased in September and October. From March through August, the percentage of removal flights originating in Alexandria ranged between 12% and 15%. In September, October, and November it was 24%, 23%, and 20%, respectively.

Underscoring the intent to deter is that, as dramatic as these flights are, people returned by air to Guatemala and Honduras only represented an estimated 18% of the [October encounters](#), and were 34% of people processed under T42 from these countries in October (November encounters are not available).

A specific example is Ecuador, with an increase in removal flights from 2 in October to 8 in November (5 coupled to other countries). This is most likely related to the consistent increase in encounters from 2,948 in July to 7,011 in October, of which only 423 were subjected to T42.

Please see Country Detail Section below for more details

Shuffle flights increased by 31 (6%) to a 35-month record high 523 in November driven by a record high number of lateral flights of 128. Moreover, shuffle flights were a massive 119 (29%) over the prior 6-month average.

To put the 523 into even greater relief, the monthly average domestic shuffle flights in 2020 and 2021 were 185 and 305, respectively (pages 30,33).

Country Detail

Guatemala flights increased from 20 to 26 (30%) in November following 3 straight months of decline, but are still below 29 and 46 flights in August and July, respectively. I take this as a small sign that encounters may have increased a bit in November, perhaps by 2,000 to 3,000 (page 20).

Over the last 5 reported months encounters of Guatemalans have dropped significantly from 24,648 in June to 14,806 (down 40%) in October, as flights decreased by 18 (41%) from 44 in June to 26 in November

Although we do not know encounters for November, these returns by air represented an estimated 21% of October encounters of Guatemalans, and 40% of those processed under T42, within the typical range.

In November of 2021 there were 43 flights to Guatemala, however, there were also 5 flights to Tapachula, MX which primarily removed Guatemalans from the US to Mexico by air (pages 20,31). It was in November 2021 that flights to Tapachula were phased out as Guatemala began to accept T42 flights.

The US returned 899 more people by air in November at 3,129, but November returns by air were down dramatically from June at 5,350 (down by 2,221 or 42%). Encounters of Guatemalans were down similarly at 40% from June to October (last data point).

With the 9 Mexican Government deportation flights to Guatemala (see pages 15,20) added to the ICE flights (page xx), Guatemala received 35 flights returning 4,435 citizens by air in from the US and Mexico. Combined with the [2,913 Guatemalans returned by land by Mexico](#) at Tecún Únam primarily, 7,348 Guatemalans returned by the US and Mexico, 1,311 more than in October, but far below the 10,863 that were returned in June 2022, by 3,515 (32%), and reasonably consistent with the 40% decline in US encounters of Guatemalans from June to October. Please see the section on Mexico's deportation flights below.

Honduras flights increased by 1 in November from 22 to 23 (5%) after declining for 4 straight months indicating to me that November encounters may be similar to October. In November, estimated returns by ICE to Honduras of 2,100 represented 17% of October encounters and 38% of those subjected to T42

Over the last 5 reported months encounters of Hondurans dropped significantly from 24,177 in June to 14,003 (down 42%) in October as flights decreased by 16 (41%) from 39 in June to 23 in November. We do not know November encounters (pages 20,21,31).

In November of 2021 (just before accepting T42 returns) there were 14 flights to Honduras, however, there were also 20 flights to Villahermosa, MX which removed Hondurans from the US to Mexico by air. In December 2021 Honduras began accepting T42 flights and flights to Villahermosa were phased out.

Combined with the 6 Mexican Government deportation flights (see pages 15,20) and Mexico section below), Honduras received 28 return flights in October, up from 25 in September, returning an estimated 2,800 citizens by air.

Colombia flights decreased by 3 from 20 to 17, still pacing at about every weekday. This is the 3rd straight month of modest decline from 23 in August. However, none of these flights were coupled with flights to other countries compared to August when all 23 flights were coupled with flights to El Salvador and in September 3 flights were coupled with El Salvador, so not much should be read into the decreasing trend from August (page 20).

In October there were 17,195 encounters of Colombians and 1,958 subjected to T42, which means estimated returns in October seems to most or all of those under T42.

Flights to Colombia from April through November have been reasonably consistent at 18, 21, 17, 19, 23, 22, 20, and 17 respectively, with the caveat mentioned above about the coupled flights.

El Salvador flights increased slightly by 1 from 10 to 11 (10%). In November, 4 flights were coupled with flights to Ecuador so there were 7 unique flights to El Salvador, which is consistent with the 8 unique flights in October (page 20).

Special Note: There has always been uncertainty as to whether El Salvador accepted returns of those subject to T42. According to a court declaration in November, El Salvador DOES NOT accept T42 flights, which means these are all T8 returns, some of which could be expedited.

Although we don't know October encounters, the estimate of 700 returns in November would represent 12% of October encounters, lower than other Northern Triangle countries (18%-20%) that do accept T42 returns.

Ecuador flights increased significantly from 2 (a typical month) to 8 (300%) in November. It's important to note that 5 of these flights were coupled with flights to other countries, 4 to El Salvador and 1 to Honduras. Regardless, it is a meaningful change and most likely represents a deterrence attempt to arrest the consistent monthly increase in encounters from 2,948 in July to 7,011 in October (page 20).

Of the 7,011 encounters on Ecuadorans in October only 423 were subjected to T42, some or all of which were returned on the 2 flights in October. It is difficult to estimate, but November returns could be in the range of 600-800. The deterrence intent is more about the possibility of return to home country, rather than the actual number.

Peru flights, at 4 in November, began with 2 in mid-August and continued the pace of every Friday, with one exception, with 3 flights in October. Curiously, the only Friday that was skipped was the Friday [Secretary Blinken was in Peru visiting the Peruvian Foreign Minister](#) on his South American tour (page 20).

Peru does accept T42 flights based on a 10 November court declaration. No doubt the flights started in August as encounters increased from June at 5,853 to August at 7,782. However, the flights don't seem to be having the intended deterrence impact as encounters were 9,081 in October. It is curious that T42 expulsions seemed to match flights in August and September at 246 and 357, respectively, but only 22 were recorded for October. Perhaps there is a timing lag in reporting, and it will be restated next month.

BRAZIL flights decreased significantly from 10 in August to 2 in each of the last 3 months. The decrease is no doubt related to encounters of Brazilians dropping significantly from 5,747 in August to only 762 in October after the large air lift in August (page 20).

Beginning in December 2021 the monthly progression has been 3, 6, 8, 4, 2, 1, 1, 3, 10, 2, and 2 in October (page 19). Since December 2021, the monthly progression of encounters has been 7.9k, 2.8k, 1.4k, 1.3k, 3.0k, 5.1k, 4.0k, 5.5k, 5.8k, 1.7k and .8k in October. **It seems the high flight levels in January and February may have pushed down encounters and after creeping back up ICE decided to accelerate in August to 10.**

Although Brazil does accept T42 it appears the recent flights may be T8 flights as CBP is only reporting 3 and 1 Brazilians subjected to T42 in September and October, respectively. Perhaps they are under T8 with expedited removals.

Haiti flights remained at 0 for the second full month, with the last flight on 6 September (pages 16,20).

For the 5th month in a row, in November, CBP encounters of Haitians between southern ports was [below 500 at only 124, with 6,593 at ports of entry](#), many through exceptions to T42.

For the 5th month in a row, it has been shown that if people are given a chance to make a case for asylum at a port of entries, they will choose to do that rather than to enter without documentation between ports. In October only 8 Haitians were subjected to T42 after encounters at the southern border.

We are now 14 months past Del Rio and since 19 September 2021 there have been 240 flights to Haiti removing about 24,622 Haitians, and since inauguration 277 flights removing 26,721 Haitians, 1 in every 425 people in Haiti (pages 16).

The [report by Julia Ainsley of NBC](#) that the Administration may be considering reopening the Migrant Operations Center at Guantanamo Bay to hold Haitians interdicted at sea was most disturbing and elicited a strong and immediate response from the advocacy community as evidenced by this [letter to the Administration signed by almost 300 organizations](#) asking that these plans be abandoned and that Haitians be

provided their full rights to seek asylum in the US. Based on Coast Guard releases in October and November 585 Haitians were interdicted at sea, an annual pace of about 3,500, about ½ the level of the prior 12 months.

Small Jet Removals observed included just one flight on a Gryphon Air Gulfstream that carries 10-12 passengers as a maximum. The jet appears to have deported people on a single route to Albania, Sudan, South Sudan, and Kenya (pages 20,21).

Other Removal Destinations were The Dominican Republic (2), Nicaragua (2), and Jamaica (2), all within generally normal patterns (page 20).

Mexico Operated Removal flights are now all operated by a new company, Viva Aerobus, which operates many more commercial routes than Mexico's old contractor, Magn charter, operated. The complete changeover was made around 22 October. In October, Magn charter operated a flight on 4 October and then there was a pause with Viva Aerobus beginning deportations on 22 October. According to an [article in Milenio](#), the Magn charter contract was 2020 to 2022 and it apparently expired at the end of September.

What I can't explain is a pause now in deportation flights from 18 November through at least 3 December. Mexico deportations have always been lumpy, so I am watching for the next one.

Mexico deportations increased from 10 in October, an abnormally low month in transition, to 22 in November. Guatemala increased 4 (5 to 9), Honduras 3 (3 to 6), Nicaragua 2 (1 to 3), Cuba 2 (1 to 3), and Ecuador 1 (0 to 1). I need to note that Cuba is difficult to discern because of the large number of commercial flights this carrier operates to Cuba, so it could be I have over-estimated, and I will learn more watching patterns in the coming months and press in Cuba (Page 15).

Additionally, I observed 7 likely [INAMI \(Mexico Migration\) "voluntary" return flights to Venezuela](#) from Mexico City, and 1 additional [Venezuela-organized voluntary repatriation flight](#) on their State airline Conviasa, the 3rd observed in total. All the INAMI flights operated between 7 and 19 November. Because these are supposed to be voluntary flights, I have **not included them in the totals**.

On [9 November it was reported](#) that more than 4,000 Venezuelans had returned to Venezuela from Panama on 24 "humanitarian" flights. I have not seen more on this operation.

Cuba deportation flights were [widely reported](#) to be approved by Cuba now, although there was little specific information. However, it does seem, based on the November court declaration and comments from others that T42 flights are not approved. To date I have not observed any likely deportation flights to Cuba. It was reported there were not enough people to fill a plane yet, and I wonder if expedited removal after T42 will move things ahead.

NOVEMBER FLIGHT SUMMARY

In November, there were 754 likely ICE Air flights, up 69 (10%) from October, and up 124 (20%) from the same month of 2021. Removal flights of 101 were up 18 (22%) from October, while domestic shuffle flights increased by 31 (6%).

- - 101 removal flights, with 93 return flights, to 14 different countries in Latin America, Europe, Africa, and the Caribbean.
- - 37 domestic flights connecting directly to removal flights.
- - 523 domestic shuffle flights between deportation locations.
- - 560 domestic flights (connections and shuffle flights).
- - **Since President Biden's inauguration there have been 13,114 likely ICE Air flights** including 2,312 removal flights. Including just the 264 lateral flights before October 2021 and 35 for Venezuelans in October and November 2022 as expulsion flights would yield 2,611 removal flights.

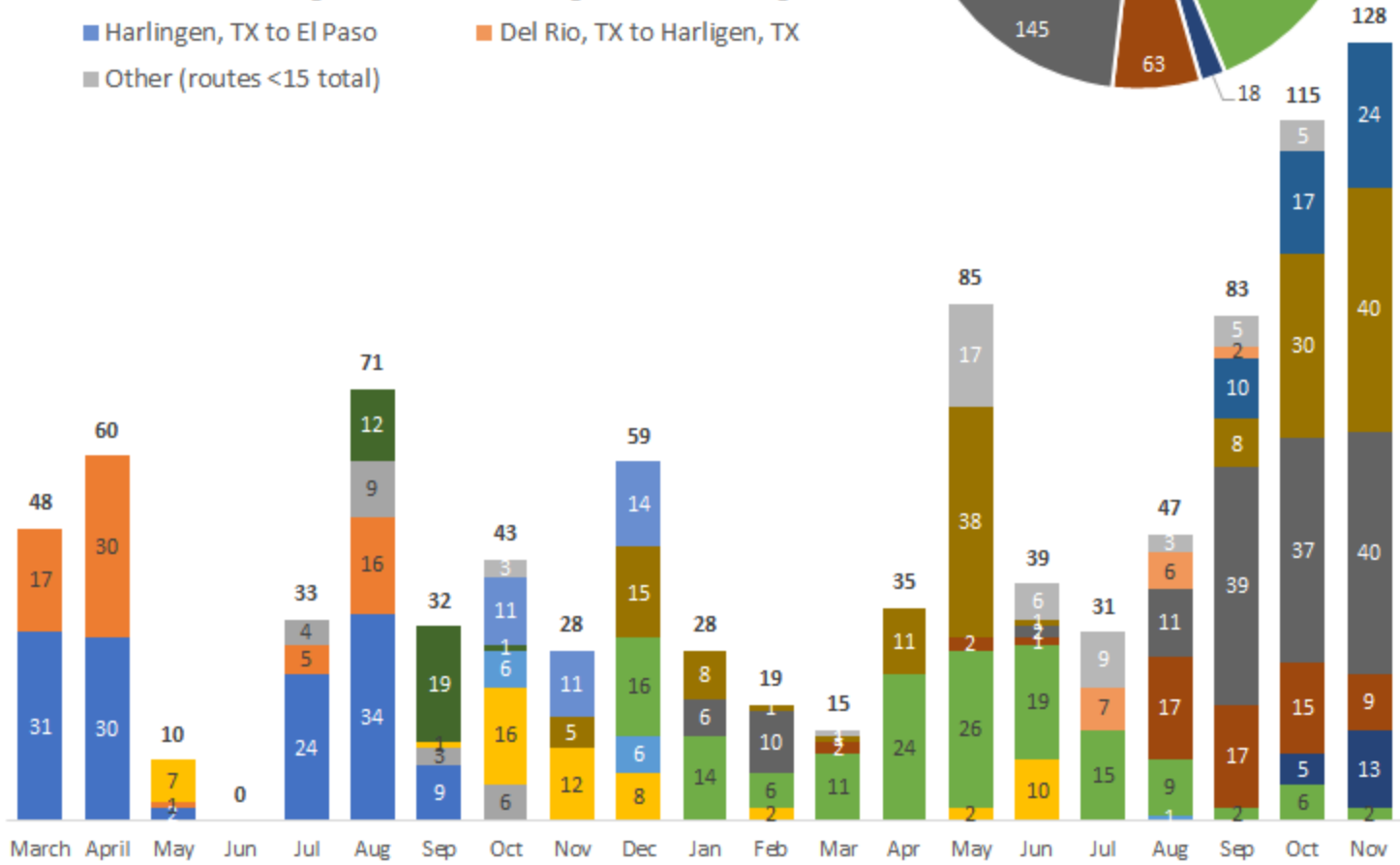
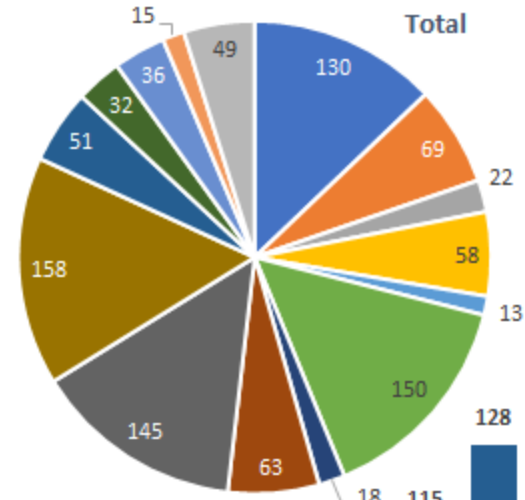
Last 12 Months – 7,934 likely total flights

- - 1,442 removal flights, with 1,330 return flights, to at least 26 countries in Latin America, Europe, the Caribbean, Africa, and Southeast Asia.
- - 482 domestic flights connecting directly to removal flights.
- - 4,680 domestic shuffle flights between removal locations.
- - 5,162 domestic flights (connections and shuffle flights).
- - 41% of flights were return related (removal, return and connections) and 59% were domestic shuffle flights.

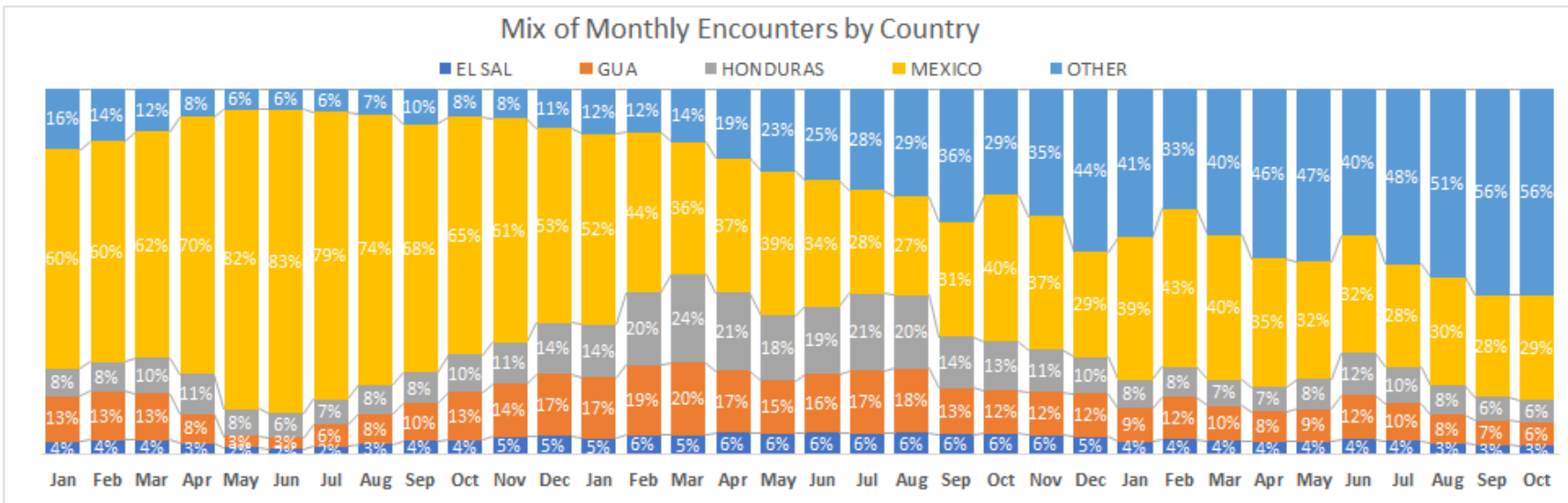
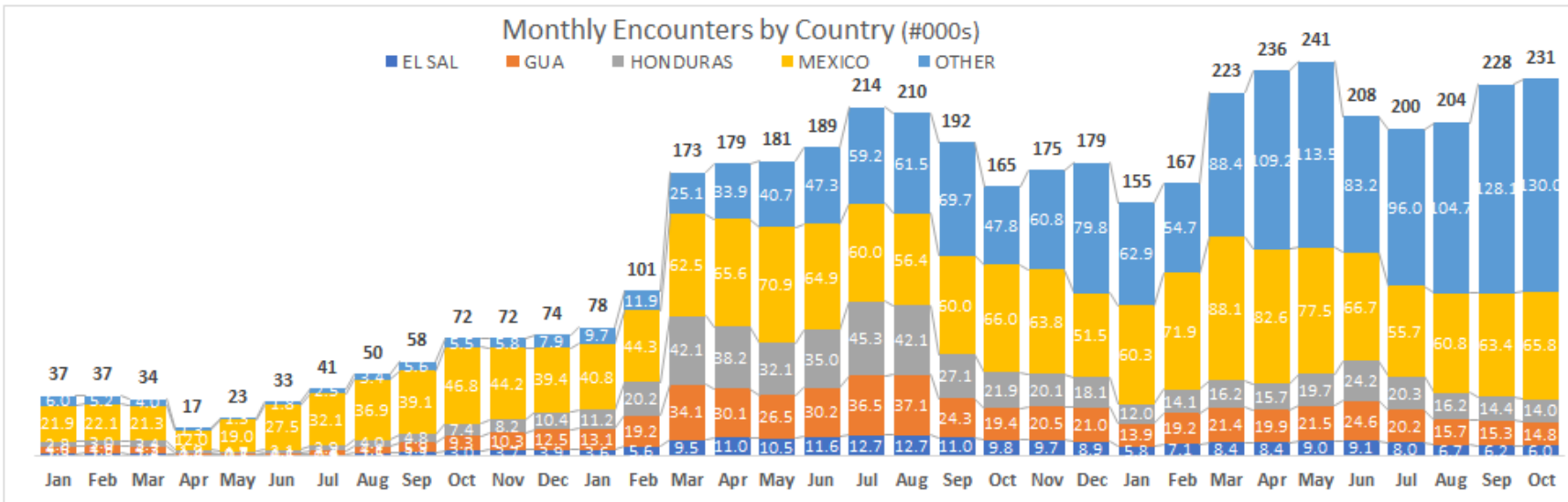
Lateral Flights

Started March 8th, 2021

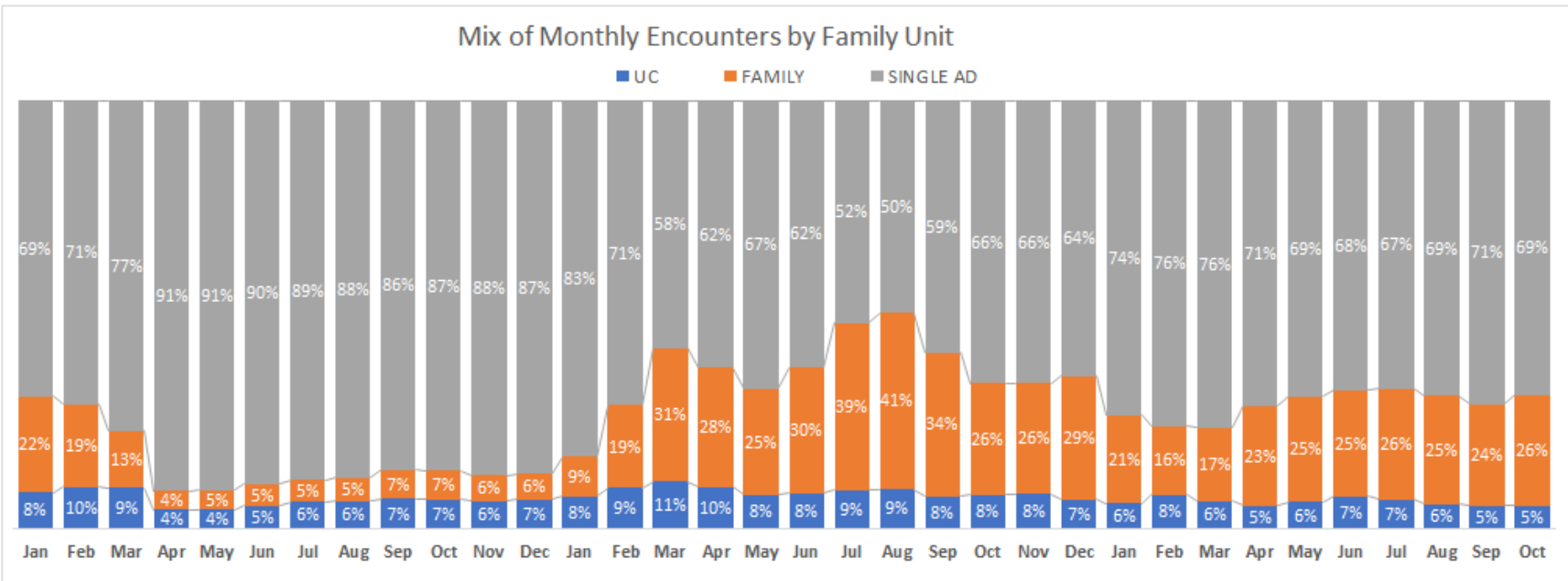
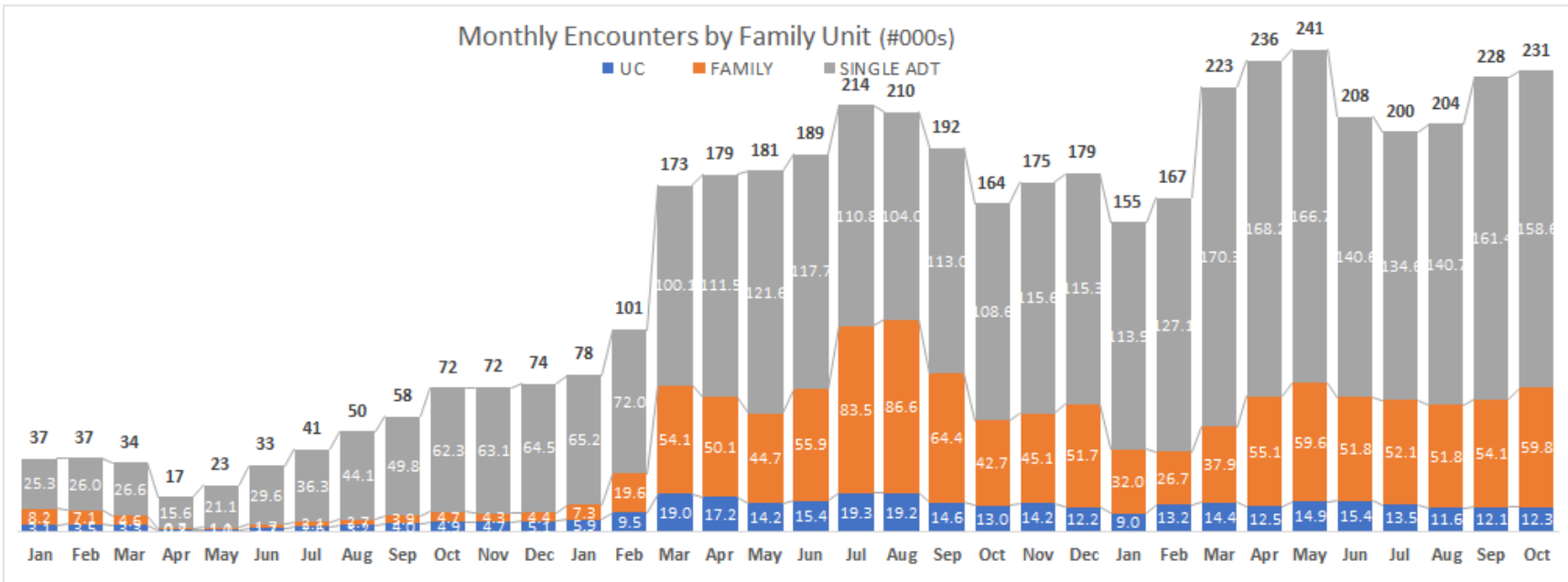
- Brownsville to El Paso
- Brownsville to San Diego
- Brownsville to Tucson
- Yuma to El Paso
- Yuma to San Diego
- Yuma to Laredo
- Tucson to Harlingen, TX
- Yuma to Harlingen, TX
- El Paso to Harlingen, TX
- El Paso to Laredo
- Harlingen, TX to San Diego
- El Paso to San Diego
- Harlingen, TX to El Paso
- Del Rio, TX to Harlingen, TX
- Other (routes <15 total)



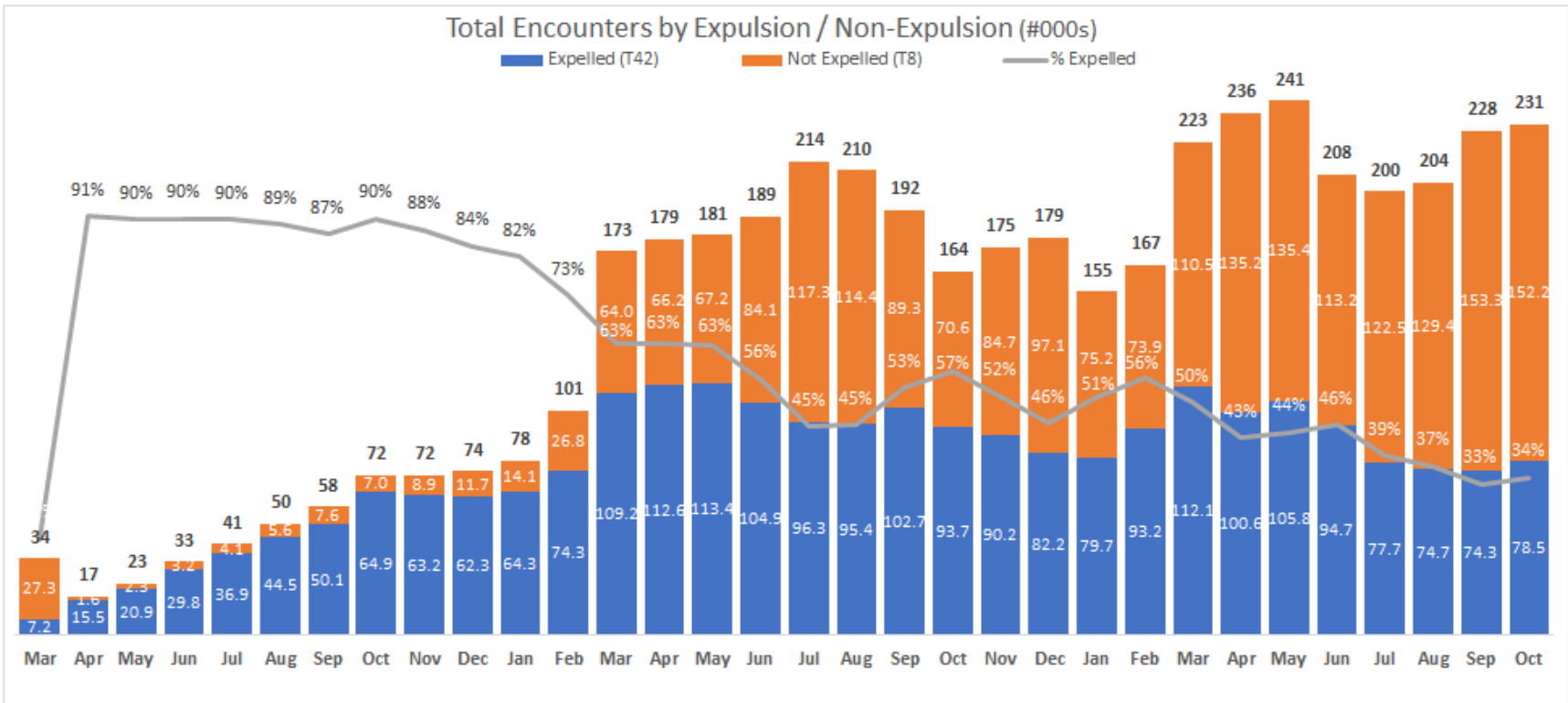
Excludes Return Legs



Customs and Border Patrol Encounters at the Southern Border.

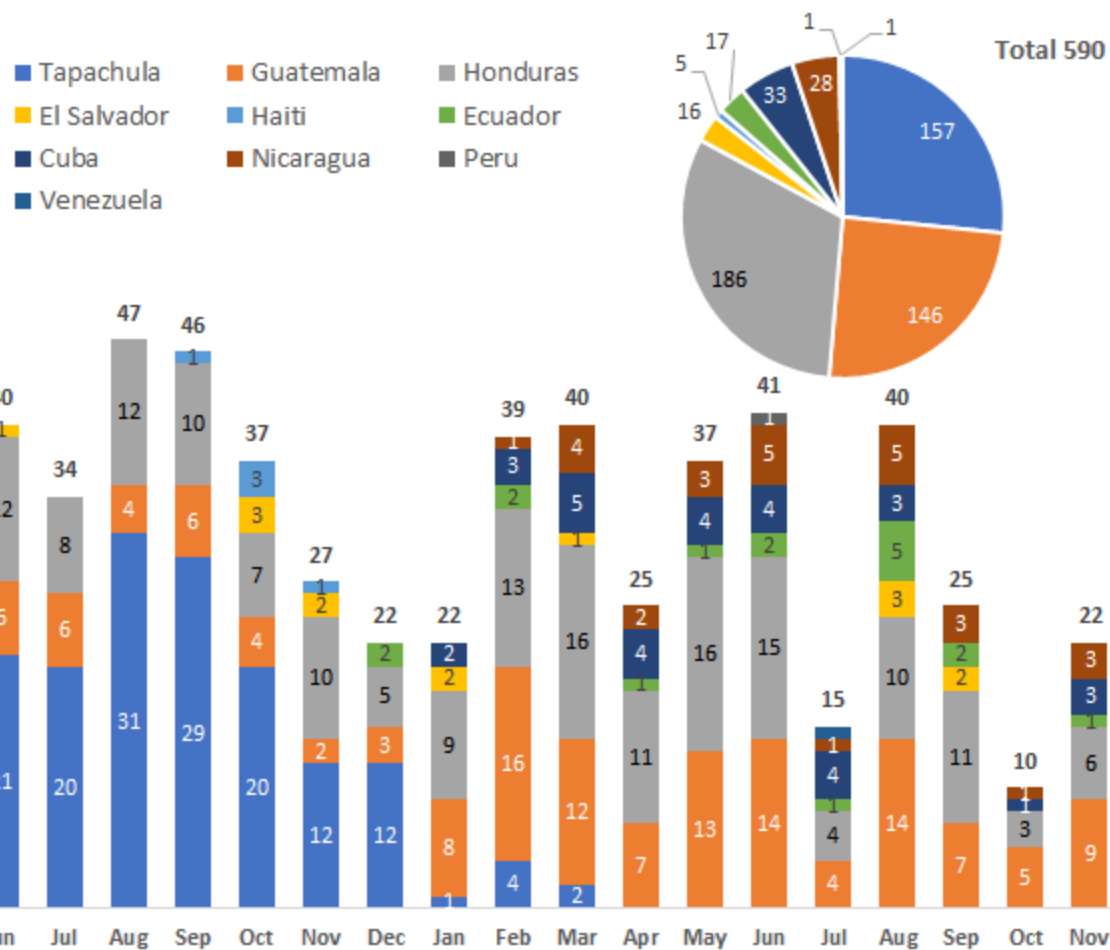


Customs and Border Patrol Encounters at the Southern Border.



Customs and Border Patrol Encounters at the Southern Border.

Mexico flights for removal to Tapachula⁽¹⁾, Honduras, Guatemala, El Salvador⁽²⁾



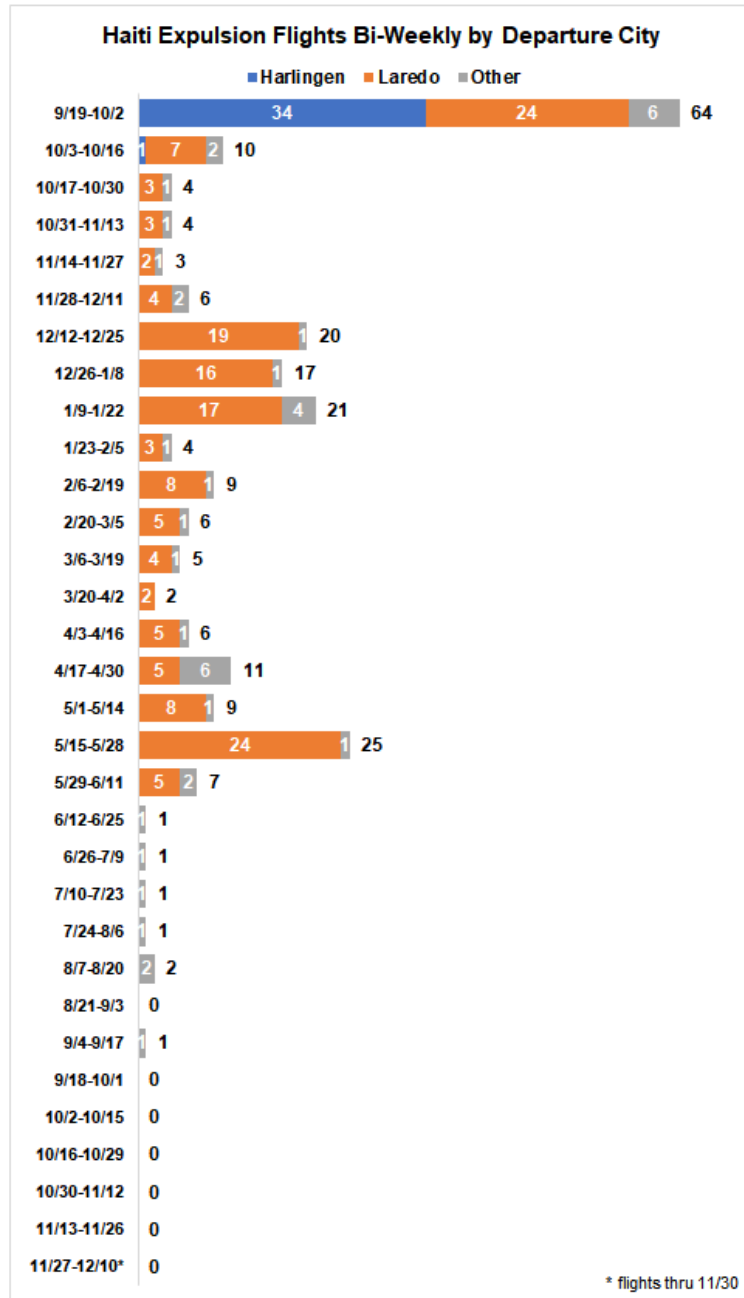
(1) Mexico does not file flight plans and does not seem to operate transponder "pings" all of the time so these are difficult to track. These include pings in Tapachula, either as arrivals or departures, but there is no double count. There may be instances where there is not even a ping in Tapachula, 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) Mexico 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 Mexico 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 2021 through Nov 30th 2022



Departure and Arrival Cities

Flights To

	Port-au-Prince, Haiti	Cap-Haitien, Haiti	Total	% of Total
Laredo, TX	148	16	164	68%
Harlingen/San Benito, TX	28	7	35	15%
Alexandria, LA	21	1	22	9%
Miami, FL	5	0	5	2%
San Antonio, TX	4	0	4	2%
Guantanamo Bay, Cuba	3	0	3	1%
El Paso, TX	3	0	3	1%
Santo Domingo, Dominica	2	0	2	1%
Brownsville, TX	0	2	2	1%
Total	214	26	240	100%
% of Total	89%	11%	100%	

Flights From

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

People To

	Port-au-Prince, Haiti	Cap-Haitien, Haiti	Total	% of Total
Laredo, TX	15,183	1,641	16,825	68%
Harlingen/San Benito, TX	2,873	718	3,591	15%
Alexandria, LA	2,154	103	2,257	9%
Miami, FL	513	0	513	2%
San Antonio, TX	410	0	410	2%
Guantanamo Bay, Cuba	308	0	308	1%
El Paso, TX	308	0	308	1%
Santo Domingo, Dominica	205	0	205	1%
Brownsville, TX	0	205	205	1%
Total	21,954	2,667	24,622	100%
% of Total	89%	11%	100%	

People From

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	<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)	% H/(L)
1 Removal	121	112	112	128	115	142	139	142	140	107	83	101	1,321	18%	1,442	18%	18	22%	(25)	(20%)	393	42%
2 Removal Connection Total Outbound	<u>41</u>	<u>33</u>	<u>28</u>	<u>45</u>	<u>47</u>	<u>77</u>	<u>42</u>	<u>45</u>	<u>35</u>	<u>24</u>	<u>28</u>	<u>37</u>	<u>441</u>	6%	<u>482</u>	6%	<u>9</u>	32%	<u>(5)</u>	(12%)	<u>2</u>	0%
3 Removal	162	145	140	173	162	219	181	187	175	131	111	138	1,762	24%	1,924	24%	27	24%	(29)	(18%)	395	29%
4 Removal Return	<u>115</u>	<u>104</u>	<u>104</u>	<u>124</u>	<u>110</u>	<u>138</u>	<u>129</u>	<u>122</u>	<u>112</u>	<u>97</u>	<u>82</u>	<u>93</u>	<u>1,215</u>	17%	<u>1,330</u>	17%	<u>11</u>	13%	<u>(20)</u>	(18%)	<u>394</u>	48%
5 Total Removal Related	277	249	244	297	272	357	310	309	287	228	193	231	2,977	41%	3,254	41%	38	20%	(50)	(18%)	789	36%
6 Domestic Shuffle	406	362	275	331	362	455	331	308	399	436	492	523	4,274	59%	4,680	59%	31	6%	120	30%	1,021	31%
7 Total Flights	683	611	519	628	634	812	641	617	686	664	685	754	7,251	100%	7,934	100%	69	10%	70	10%	1,810	33%
8 Total Domestic (Remove Connect + Shuffle)	447	395	303	376	409	532	373	353	434	460	520	560	4,715	65%	5,162	65%	40	8%	115	26%	1,023	28%
9 # Week Days (non-Holiday)	23	20	19	23	21	21	21	20	23	21	21	21	231		254		0	0%	(0)	(1%)	0	0%

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	
		Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov					H/(L)	% H/(L)	H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg
1	Guatemala City, Guat	26	23	34	41	27	32	44	46	29	25	20	26	347	26%	373	26%	6	30%	(7)	(20%)	189	120%
2	Honduras	30	27	34	34	31	30	39	36	32	28	22	23	336	25%	366	25%	1	5%	(8)	(26%)	217	182%
3	San Salvador, El Salv	9	12	15	13	8	12	18	30	32	13	10	11	174	13%	183	13%	1	10%	(8)	(43%)	93	115%
4	Colombia	1	2	2	10	18	21	17	19	23	22	20	17	171	13%	172	12%	(3)	(15%)	(3)	(16%)	160	1455%
5	Port-au-Prince, Haiti	29	32	13	10	17	36	6	2	3	1	0	0	120	9%	149	10%	0	n/a	(8)	(100%)	17	17%
6	Brazil	3	6	8	4	2	1	1	3	10	2	2	2	41	3%	44	3%	0	0%	(1)	(37%)	20	95%
7	Santo Domingo, DR	2	2	2	2	2	2	3	2	2	2	2	2	23	2%	25	2%	0	0%	(0)	(8%)	4	21%
8	Managua, Nicaragua	2	2	2	2	2	1	3	2	2	2	2	2	22	2%	24	2%	0	0%	0	0%	6	38%
9	Ecuador	4	1	1	0	1	1	2	1	1	3	2	8	21	2%	25	2%	6	300%	6	380%	(37)	(64%)
10	Callao, Peru	0	0	0	0	0	0	0	0	2	5	3	4	14	1%	14	1%	1	33%	2	140%	14	n/a
11	Guadalajara, Mexico	4	0	1	4	4	2	0	0	0	0	0	0	11	1%	15	1%	0	n/a	(0)	(100%)	(37)	(77%)
12	Kingston, Jamaica	1	1	0	2	1	1	1	1	1	1	0	2	11	1%	12	1%	2	n/a	1	140%	0	0%
13	Mexico City, Mexico	3	0	0	4	2	0	0	0	0	0	0	0	6	0%	9	1%	0	n/a	0	n/a	(40)	(87%)
14	Cap-Haitien, Haiti	0	4	0	0	0	0	0	0	0	0	0	0	4	0%	4	0%	0	n/a	0	n/a	(18)	(82%)
15	Liberia	0	0	0	1	0	1	1	0	1	0	0	0	4	0%	4	0%	0	n/a	(1)	(100%)	4	n/a
16	Nigeria	0	0	0	0	0	0	2	0	0	0	0	0	2	0%	2	0%	0	n/a	(0)	(100%)	2	n/a
17	Ghana	0	0	0	0	0	1	0	0	1	0	0	0	2	0%	2	0%	0	n/a	(0)	(100%)	2	n/a
18	Lungi, Sierra Leone	0	0	0	1	0	0	1	0	0	0	0	0	2	0%	2	0%	0	n/a	(0)	(100%)	2	n/a
19	Kenya	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	0%	1	n/a	1	n/a	0	0%
20	Dem Rep of Congo	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a

Continued on Next Page

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

	<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) Pr Mth	% H/(L) Pr Mth	H/(L) Prior 6 mth Avg	% H/(L) Prior 6 mth Avg	H/(L) Prior Yr Ytd	% H/(L) Prior Yr Ytd
Removal Destination																						
21 Tirana, Albania	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	0%	1	n/a	1	n/a	1	n/a
22 Khartoum, Sudan	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	0%	1	n/a	1	n/a	1	n/a
23 Ouagadougou, Burk Faso	0	0	0	0	0	1	0	0	0	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a
24 Punta Europa, Equ Guinea	0	0	0	0	0	0	1	0	0	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a
25 Phnom Penh, Cambodia	0	0	0	0	0	0	0	0	0	1	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a
26 Dhaka, Bangladesh	0	0	0	0	0	0	0	0	0	1	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a
27 Vientiane, Laos	0	0	0	0	0	0	0	0	0	1	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	1	n/a
28 Juba, South Sudan	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	0%	1	n/a	1	n/a	1	n/a
29 Villahermosa, Mexico	5	0	0	0	0	0	0	0	0	0	0	0	0	0%	5	0%	0	n/a	0	n/a	(107)	(100%)
30 Other	2	0	0	0	0	0	0	0	0	0	0	0	0	0%	2	0%	0	n/a	0	n/a	(107)	(100%)
31 Total	121	112	112	128	115	142	139	142	140	107	83	101	1,321	100%	1,442	100%	18	22%	(25)	(20%)	393	42%
32 Mexico Total	14	0	1	8	6	2	0	0	0	0	0	0	17	0%	31	2%	0	n/a	(0)	(100%)	(284)	(94%)
33 Africa Total	0	0	0	2	0	3	5	0	3	0	0	3	16	0%	16	1%	3	n/a	1	64%	13	433%
34 # Week Days (non-Holiday)	23	20	19	23	21	21	21	20	23	21	21	21	231		254		0	0%	(0)	(1%)	0	0%

ICE Air Removal Departure Cities YTD 2022

	<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	Harlingen, TX	39	29	40	56	33	48	49	48	43	43	40	467	35%	506	35%	2	5%	(5)	(11%)	350	299%
2	Mission/McAllen/Edin, TX	18	18	28	24	24	7	32	28	20	17	13	223	17%	241	17%	(1)	(8%)	(8)	(38%)	43	24%
3	Alexandria, LA	22	15	16	17	14	18	19	21	21	26	19	208	16%	230	16%	3	16%	1	6%	60	41%
4	Laredo, TX	32	31	11	14	26	53	19	14	10	0	0	183	14%	215	15%	5	n/a	(11)	(69%)	55	43%
5	San Salvador, El Salvador	1	5	3	1	1	1	6	18	24	5	2	70	5%	71	5%	2	100%	(5)	(57%)	46	192%
6	El Paso, TX	0	3	1	4	4	2	1	3	1	0	0	19	1%	19	1%	0	n/a	(1)	(100%)	(2)	(10%)
7	Brazil	1	0	0	1	0	0	0	3	5	2	2	15	1%	16	1%	0	0%	0	0%	11	275%
8	Phoenix, AZ	1	3	3	1	0	2	0	0	3	1	1	14	1%	15	1%	(1)	(100%)	(1)	(100%)	7	100%
9	Port-au-Prince, Haiti	0	1	1	0	2	2	2	2	2	1	0	13	1%	13	1%	0	n/a	(2)	(100%)	10	333%
10	San Diego, CA	4	0	1	4	4	2	0	0	0	0	0	11	1%	15	1%	0	n/a	(0)	(100%)	(50)	(82%)
11	Honduras	1	0	0	0	0	0	0	0	0	2	3	10	1%	11	1%	2	67%	4	500%	(30)	(75%)
12	San Antonio, TX	0	0	0	0	0	1	1	2	1	0	2	10	1%	10	1%	1	50%	2	157%	(4)	(29%)
13	Senegal	0	0	0	1	0	3	3	0	2	0	0	9	1%	9	1%	0	n/a	(1)	(100%)	9	n/a
14	Panama Pacifico, Panama	0	0	0	0	0	0	0	0	2	5	0	9	1%	9	1%	2	n/a	1	71%	9	n/a
15	Miami, FL	0	1	1	0	4	0	1	0	0	0	1	8	1%	8	1%	(1)	(100%)	(0)	(100%)	(8)	(50%)
16	Ecuador	2	4	4	0	0	0	0	0	0	0	0	8	1%	10	1%	0	n/a	0	n/a	(4)	(33%)
17	Timehri, Guyana	0	1	1	2	2	1	1	0	0	0	0	8	1%	8	1%	0	n/a	(0)	(100%)	4	100%
18	Houston, TX	0	0	0	0	0	2	0	1	1	1	1	7	1%	7	0%	0	0%	0	0%	7	n/a
19	Yuma, AZ	0	1	1	1	0	0	1	1	0	0	1	6	0%	6	0%	(1)	(100%)	(1)	(100%)	6	n/a
20	Other	0	0	1	2	1	0	4	1	5	4	0	23	2%	23	2%	5	n/a	3	114%	(126)	(85%)
21	Total	121	112	112	128	115	142	139	142	140	107	83	1,321	100%	1,442	100%	18	22%	(25)	(20%)	393	42%
22	# Week Days (non-Holiday)	23	20	19	23	21	21	21	20	23	21	21	231		254		0	0%	(0)	(1%)	0	0%

Total ICE Air Flights

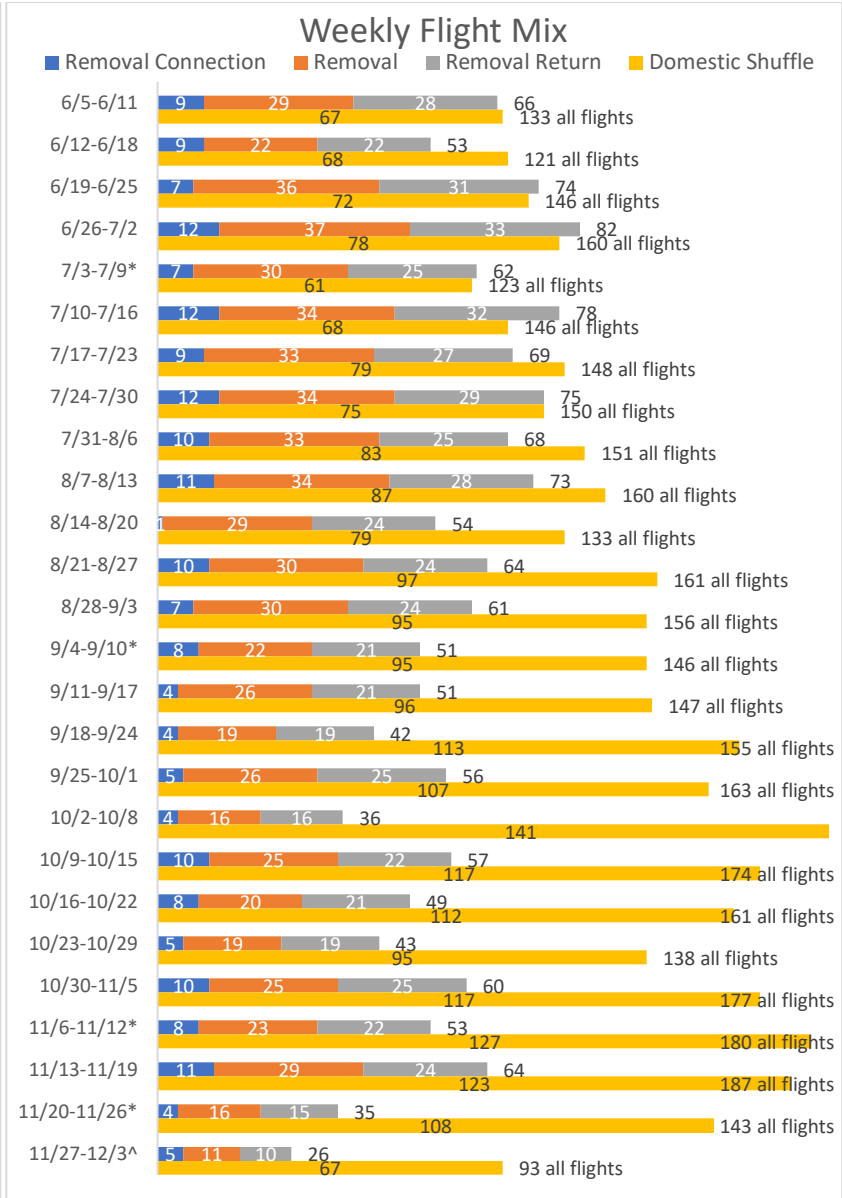
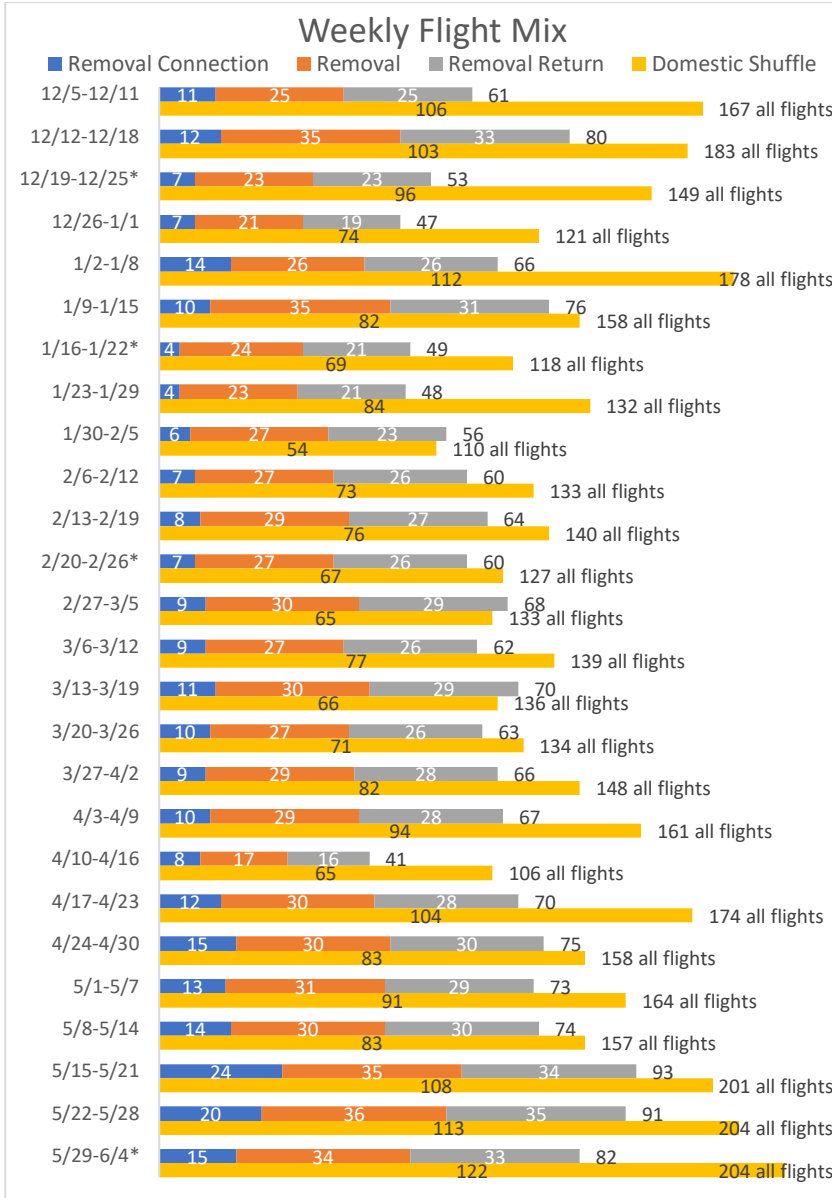
Flight Category	Pre-Biden		Ytd Average				Current Month				Flights since	
	Nov/Dec		Ytd Mo Avg	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	Current Month	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	01/21/21	% of Flights
	2020 Mo Avg	% of Flights										
1 Removal	83	23%	120	37	45%	18%	101	18	22%	13%	2,312	13%
2 Removal Connection	<u>56</u>	15%	<u>40</u>	<u>(16)</u>	(28%)	6%	<u>37</u>	(19)	(34%)	5%	<u>884</u>	5%
3 Total Outbound Removal	139	38%	160	21	15%	24%	138	(1)	(1%)	18%	3,196	18%
4 Removal Return	<u>72</u>	20%	<u>110</u>	<u>39</u>	54%	17%	<u>93</u>	22	30%	12%	<u>2,100</u>	12%
5 Total Removal Related	211	58%	271	60	29%	41%	231	21	10%	31%	5,296	31%
6 Domestic Shuffle	152	42%	389	237	156%	59%	523	372	245%	69%	7,818	69%
7 Total Flights	362	100%	659	297	82%	100%	754	392	108%	100%	13,114	100%
8 Total Domestic (Remove Connect + Shuffle)	208	57%	429	221	107%	65%	560	353	170%	74%	8,702	74%
9 # Week Days (non-Holiday)	21		21	0	0%		21	0	0%		473	

ICE Air Removal Destination Cities

	Pre-Biden		Ytd Average				Current Month				Flights since	
	Nov/Dec		Ytd	H/(L)	% H/(L)	% of	Current	H/(L)	% H/(L)	% of	01/21/21	% of
	2020	% of										
Removal Destination												
1 Guatemala City, Guatemala	13	16%	32	19	143%	26%	26	13	100%	26%	526	23%
2 Honduras	0	0%	31	31	n/a	25%	23	23	n/a	23%	478	21%
3 San Salvador, El Salvador	12	14%	16	4	38%	13%	11	(1)	(4%)	11%	256	11%
4 Port-au-Prince, Haiti	3	3%	11	8	336%	9%	0	(3)	(100%)	0%	250	11%
5 Colombia	1	1%	16	15	1455%	13%	17	16	1600%	17%	183	8%
6 Villahermosa, Mexico	5	5%	0	(5)	(100%)	0%	0	(5)	(100%)	0%	109	5%
7 Ecuador	6	7%	2	(4)	(68%)	2%	8	2	33%	8%	80	3%
8 Guadalajara, Mexico	9	11%	1	(8)	(89%)	1%	0	(9)	(100%)	0%	58	3%
9 Mexico City, Mexico	9	11%	1	(8)	(94%)	0%	0	(9)	(100%)	0%	49	2%
10 Brazil	1	1%	4	3	645%	3%	2	2	300%	2%	65	3%
11 Tapachula, Mexico	0	0%	0	0	n/a	0%	0	0	n/a	0%	56	2%
12 Santo Domingo, DR	2	2%	2	0	5%	2%	2	0	0%	2%	42	2%
13 Managua, Nicaragua	2	2%	2	1	33%	2%	2	1	33%	2%	39	2%
14 Queretaro, Mexico	8	10%	0	(8)	(100%)	0%	0	(8)	(100%)	0%	10	0%
15 Morelia, Mexico	5	5%	0	(5)	(100%)	0%	0	(5)	(100%)	0%	20	1%
16 Cap-Haitien, Haiti	0	0%	0	0	n/a	0%	0	0	n/a	0%	26	1%
17 Kingston, Jamaica	1	1%	1	0	0%	1%	2	1	100%	2%	23	1%
18 Puebla, Mexico	4	5%	0	(4)	(100%)	0%	0	(4)	(100%)	0%	4	0%
19 Callao, Peru	0	0%	1	1	n/a	1%	4	4	n/a	4%	14	1%
20 Liberia	1	1%	0	(0)	(27%)	0%	0	(1)	(100%)	0%	4	0%
21 Piarco, Trinidad	0	0%	0	0	n/a	0%	0	0	n/a	0%	2	0%
22 Nigeria	1	1%	0	(0)	(64%)	0%	0	(1)	(100%)	0%	2	0%
23 Lungi, Sierra Leone	0	0%	0	0	n/a	0%	0	0	n/a	0%	2	0%
24 Kenya	0	0%	0	0	n/a	0%	1	1	n/a	1%	1	0%
25 Ghana	0	0%	0	0	n/a	0%	0	0	n/a	0%	2	0%
26 Timehri, Guyana	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	1	0%
27 Dem Rep of Congo	1	1%	0	(0)	(82%)	0%	0	(1)	(100%)	0%	1	0%
28 Juba, South Sudan	0	0%	0	0	n/a	0%	1	1	n/a	1%	1	0%
29 Vientiane, Laos	0	0%	0	0	n/a	0%	0	0	n/a	0%	1	0%
30 Ouagadougou, Burkina Faso	0	0%	0	0	n/a	0%	0	0	n/a	0%	1	0%
31 Cameroon	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 Mauritania	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
34 Cuba	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
35 Other	2	2%	0	(1)	(70%)	0%	2	1	33%	2%	6	0%
36 Total	83	100%	120	37	45%	100%	101	18	22%	100%	2,312	100%
37 # Week Days (non-Holiday)	21		21	0	0%		21	0	0%		473	

ICE Air Weekly Flight Mix -

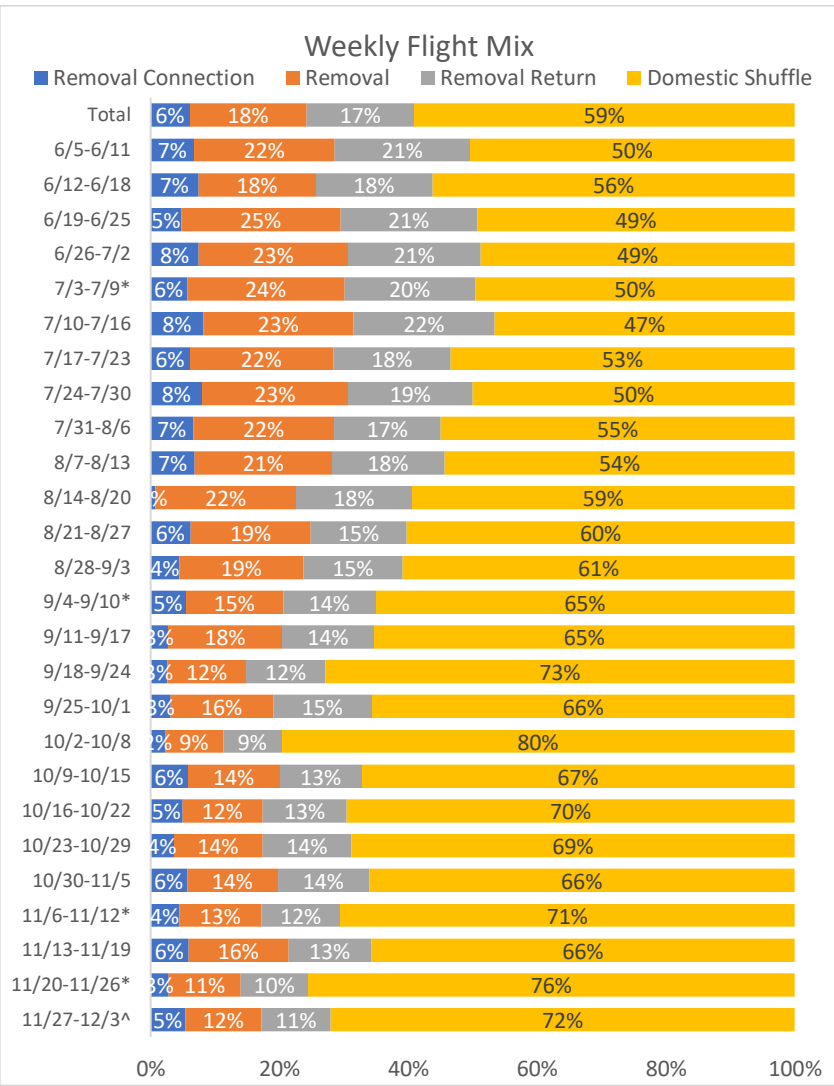
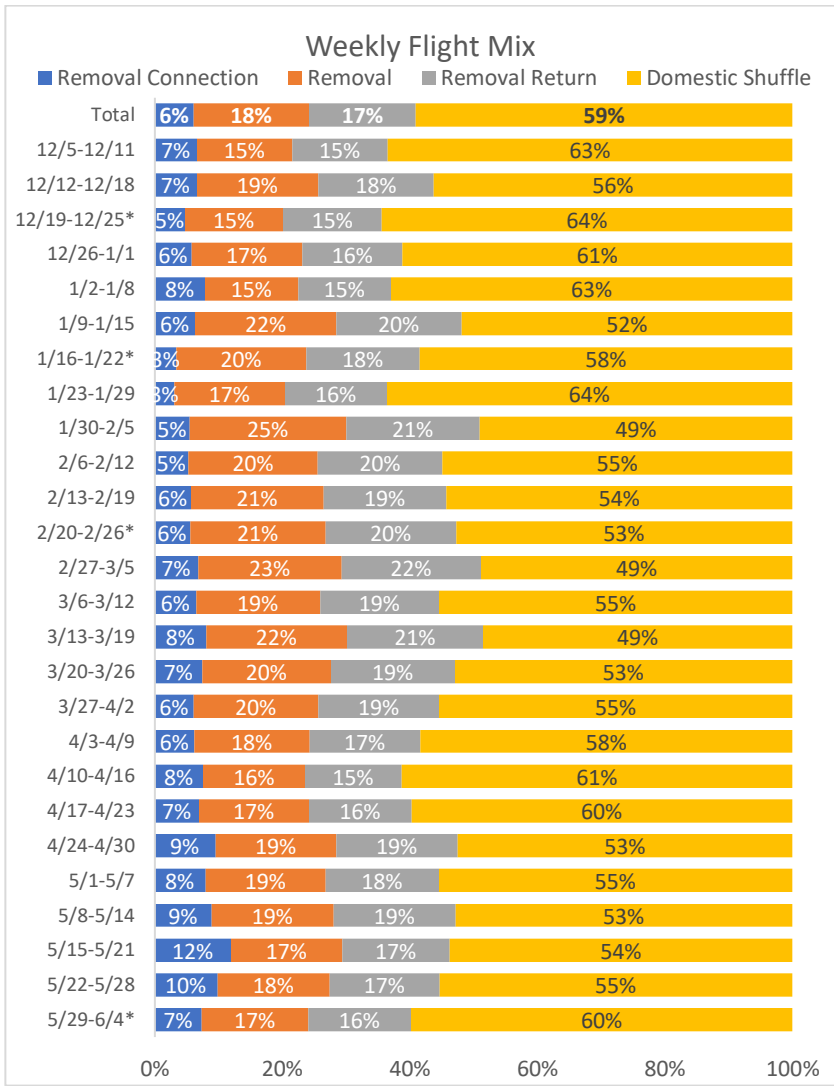
Rolling 12 Months



^ short week
* Holiday

Ice Air Weekly Flight Mix - %

Rolling 12 Months



^ short week
* Holiday

ICE Air Domestic Last 6 months (Jun-Nov)

		Destination City											Total	% of Total	
		Harlingen, TX	El Paso, TX	Alexandria, LA	Phoenix, AZ	Laredo, TX	San Antonio, TX	Yuma, AZ	San Diego, CA	Columbus, GA	Miami, FL	Houston, TX			Other
Departure City	Harlingen, TX		94	51	56	17	70	23			30		66	407	15%
	El Paso, TX	129		28	24	79	12	15	54	4	1	29	24	399	15%
	Alexandria, LA	103	36		38	22	27	13	12	6	5		46	308	11%
	Phoenix, AZ	7	33	58		2	6	49	18	7	2	2	95	279	10%
	San Antonio, TX	65	85	3	6	38		32	14	1		7	25	276	10%
	Laredo, TX	11	59	35	37		29	3		2	3	2	3	184	7%
	Yuma, AZ	59	10	12	3	54	4		1	1		2	5	151	6%
	San Diego, CA	2	44	30	34		3	4				4	3	124	5%
	Miami, FL	10	1	13	1	4	3			28			10	70	3%
	Columbus, GA	3		31	7	5	1				2		3	52	2%
	Houston, TX	2		12	6		21						0	41	2%
	Other	40	42	97	37	6	12	4	27	2	7	0	135	409	15%
Total	431	404	370	249	227	188	143	126	51	50	46	415	2,700	100%	
% of Total	16%	15%	14%	9%	8%	7%	5%	5%	2%	2%	2%	15%	100%		

ICE Air Removals Last 6 months (Jun-Nov)

Departure City	Destination City												Total	% of Total
	Guatemala City, Guatemala	Honduras	Colombia	San Salvador, El Salvador	Brazil	Ecuador	Callao, Peru	Managua, Nicaragua	Santo Domingo, Dominican Republic	Port-au-Prince, Haiti	Kingston, Jamaica	Other		
Harlingen, TX	84	96	39	42								0	261	37%
Alexandria, LA	29	25	10	34			13	4	7	6		0	128	18%
Mission/McAllen/Edinburg, TX	68	52		2								0	122	17%
San Salvador, El Salvador			47			12						0	59	8%
Laredo, TX	1	1	10	30		3			3			0	48	7%
Brazil					14							0	14	2%
Honduras			1			2	7					0	10	1%
San Antonio, TX		3	3	3								0	9	1%
Panama Pacifico, Panama			2				7					0	9	1%
Port-au-Prince, Haiti								7				0	7	1%
Senegal												5	5	1%
Other	8	3	6	3	6	0	0	0	2	2	0	10	40	6%
Total	190	180	118	114	20	17	14	13	13	12	6	15	712	100%
% H/(L)	27%	25%	17%	16%	3%	2%	2%	2%	2%	2%	1%	2%	100%	

Appendix – Full Year 2021 and 2020

Total ICE Air Flights YTD 2021 – Removal and Domestic

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

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

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 Salv	12	10	4	3	4	4	4	4	11	11	14	9	90	9%	90	9%	(5)	(36%)	1	13%	(21)	(19%)
6 Ecuador	5	6	4	5	7	4	3	5	11	5	3	4	62	6%	62	6%	1	33%	(1)	(23%)	18	41%
7 Tapachula, Mexico	0	0	0	0	0	0	0	16	20	15	5	0	56	5%	56	5%	(5)	(100%)	(9)	(100%)	56	n/a
8 Guadalajara, Mexico	8	5	2	1	0	0	8	9	4	4	7	4	52	5%	52	5%	(3)	(43%)	(1)	(25%)	(20)	(28%)
9 Mexico City, Mexico	8	5	4	4	4	5	4	4	2	2	4	3	49	5%	49	5%	(1)	(25%)	(1)	(14%)	(24)	(33%)
10 Morelia, Mexico	4	4	1	0	0	0	0	4	2	2	4	2	23	2%	23	2%	(2)	(50%)	0	0%	0	0%
11 Cap-Haitien, Haiti	0	0	0	0	0	0	0	0	19	3	0	0	22	2%	22	2%	0	n/a	(4)	(100%)	22	n/a
12 Santo Domingo, DR	2	2	2	1	2	2	1	1	2	2	2	2	21	2%	21	2%	0	0%	0	20%	0	0%
13 Brazil	0	0	0	0	1	2	4	4	3	4	3	3	24	2%	24	2%	0	0%	(0)	(10%)	3	14%
14 Managua, Nicaragua	2	1	2	1	2	1	1	1	2	1	2	2	18	2%	18	2%	0	0%	1	50%	(1)	(5%)
15 Queretaro, Mexico	8	6	2	0	0	0	0	0	0	0	0	0	16	2%	16	2%	0	n/a	0	n/a	(17)	(52%)
16 Bogota, Colombia	1	1	1	1	1	1	0	2	1	0	2	1	12	1%	12	1%	(1)	(50%)	0	0%	0	0%
17 Kingston, Jamaica	1	1	1	1	1	1	1	1	1	1	1	1	12	1%	12	1%	0	0%	0	0%	1	9%
18 Puebla, Mexico	5	2	0	0	0	0	0	0	0	0	0	0	7	1%	7	1%	0	n/a	0	n/a	(12)	(63%)
19 Piarco, Trinidad	1	0	0	0	1	0	1	0	0	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	1	50%
20 Kenya	1	0	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	(1)	(50%)
21 Timehri, Guyana	0	0	0	0	1	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	(1)	(50%)

Continued on Next Page

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

	<i>Rolling 12 months</i>												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	H/(L)	% H/(L)	Prior Yr	% H/(L)
Removal Destination	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month H/(L)	Current Month % H/(L)	Current Month Prior 6 mth Avg	Current Month Prior 6 mth Avg	Year to Date Prior Yr Ytd	Year to Date % H/(L)
22 Gambia	1	0	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
23 Vietnam	0	0	1	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
24 Mauritania	1	0	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
25 Callao, Peru	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(3)	(100%)
26 Nassau, Bahamas	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
27 Dem Rep of Congo	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
28 Liberia	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
29 Cameroon	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
30 Guinea	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
31 Panama City, Panama	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
32 Cuba	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
33 Sierra Leone	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
34 Belize City, Belize	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
35 Nigeria	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
36 Argyle, Saint Vincent	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
37 Cote d'Ivoire	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
38 Ghana	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
39 San Jose, Costa Rica	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
40 Senegal	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
41 Angola	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
42 Total	81	70	49	39	47	35	47	97	193	137	133	121	1,049	100%	1,049	100%	(12)	(9%)	14	13%	40	4%
43 Mexico Total	37	24	11	9	9	9	16	53	50	43	40	14	315	30%	315	30%	(26)	(65%)	(21)	(60%)	58	23%
44 Africa Total	3	0	0	0	0	0	0	0	0	0	0	0	3	0%	3	0%	0	n/a	0	n/a	(12)	(80%)
45 # Week Days (non-Holiday)	19	19	23	22	20	22	22	22	21	21	20	23	254		254		3	15%	2	8%	(1)	(0%)

Total ICE Air Flights YTD 2020 – Removal and Domestic

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

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

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

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

Continued on Next Page

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	92	101	91	47	60	68	82	70	100	132	83	83	1,009	100%	0	0%	(17)	(17%)	3	4%											
38	Mexico Total	2	7	5	0	8	23	29	29	38	38	38	40	257	25%	2	5%	35	669%	14	56%											
39	Africa Total	0	0	0	0	0	0	0	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