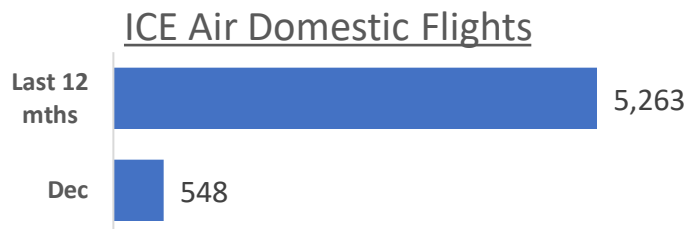
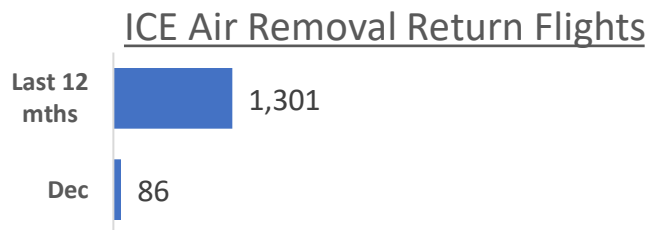
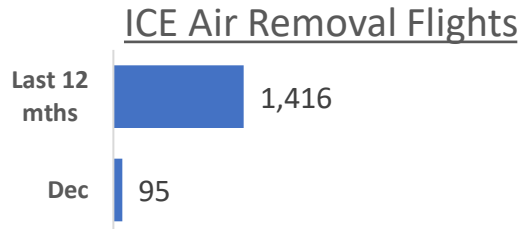
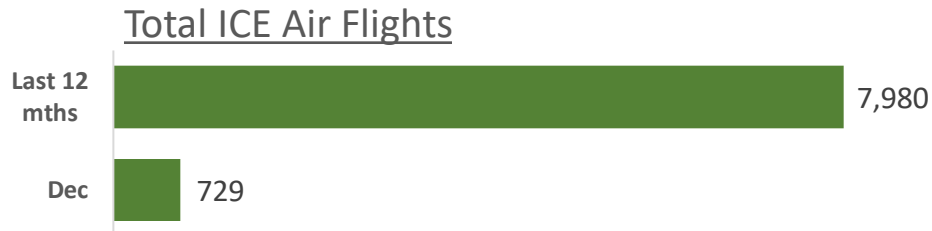
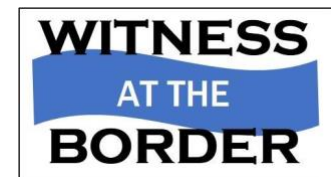


ICE Air Flights

December 2022 and Last 12 Months



- January 3, 2023
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 – DECEMBER 2022

- THE REPORT NOW INCLUDES 3 FULL YEARS OF ICE AIR FLIGHT INFORMATION.
- 18,949 TOTAL ICE AIR FLIGHTS OPERATED IN 2020/2021/2022. SINCE INAUGURATION: 13,843 TOTAL FLIGHTS.
- 3,474 REMOVAL FLIGHTS OPERATED IN 2020/2021/2022. SINCE INAUGURATION: 2,407 REMOVAL FLIGHTS.
- 7,980 TOTAL FLIGHTS IN 2022, UP 1,856 (30%) OVER 2021, WITH 1,416 REMOVAL FLIGHTS, UP 367 (35%) OVER 2021.
- 729 TOTAL ICE AIR FLIGHTS OPERATED IN DECEMBER, DOWN 25 (3%) FROM THE PRIOR MONTH. DECEMBER WAS 54 (8%) ABOVE THE PRIOR 6-MONTH AVERAGE OF 675.
- TOTAL ICE AIR FLIGHTS OF 729 WERE UP 46 (7%) FROM DECEMBER 2021.
- 134 LATERAL FLIGHTS IN DECEMBER SET ANOTHER RECORD HIGH OVER 128 IN NOVEMBER AND WERE 1.8X THE PRIOR 6-MONTH AVERAGE OF 74, DRIVING 511 SHUFFLE FLIGHTS, THE SECOND HIGHEST MONTH IN 3 YEARS. SEE DETAIL IN THE LATERAL AND SHUFFLE SECTIONS BELOW.
- 95 REMOVAL FLIGHTS IN DECEMBER, DOWN 6 (6%) FROM THE PRIOR MONTH AND DOWN 26 (21%) FROM DECEMBER 2021, AND DOWN 24 (20%) FROM THE PRIOR 6-MONTH AVERAGE.

LAST 12 MONTHS - FULL YEAR 2022

Over the last 12 months, all under President Biden, there have been a likely **7,980 ICE Air flight legs** as compared to **4,845 in 2020**, a **startling, unexpected, and disappointing increase of 3,135 (65%) over 2020** and **up 1,856 (30%) over 2021**.

Of these flights, **1,416 were removal flights**, an **increase of 407 (40%) over the 1,009 in 2020**, and **367 (35%) over 2021**.

Shuffle flights, those just moving people in the US to and between detention/deportation centers were **4,785 over the last 12 months**, a **staggering increase of 2,560 (115%) over the 2,225 in 2020**, and **up 1,126 (31%) over 2021**. (page 18).

DECEMBER 2022

Total Flights of 729 in December, utilizing 24 different planes operated by 4 different charter carriers (IAero aka Swift, World Atlantic, GlobalX, and Gryphon) were down 25 (3%) from November, but were above the average of the prior 6 months (675) by 54 (8%).

The decrease of 25 total flights from November can be attributed equally to a small decrease in removal related flights of 13 (6%) and in shuffle flights of 12 (2%). (page 18).

Lateral Flights popped to another record 134 from 128 in November, the highest month recorded since they began in March 2021. Moreover the 134 was 1.8x the prior 6-month average of 74 (page 10). The lateral overall daily average was 4.3 in December, the same as November.

The daily average of lateral flights started out at 4.4 for the first 10 days and then spiked to 5.1 for the next 10 days before dropping meaningfully to 3.6 for the last 11 days, perhaps mirroring encounters, especially in El Paso where 82% of laterals originated. In El Paso the daily averages started at 3.6 for the first 10 days, then spiked to 4.6 for the next 10 days before dropping substantially to 2.6 for the last 11 days.

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 destination cities of Laredo, Harlingen and San Diego, although daily flights to San Diego ended on 19 December after 19 flights. We understand decompression is also occurring by bus from Del Rio to Laredo.

In December, 110 (82%) laterals originated in El Paso, 16 (12%) in Yuma, and 8 (6%) in Tucson. In December, the proportion of originations remained almost the same for El Paso (81% to 82%) and tilted a bit more to Yuma (9% to 12%) from Tucson (10% to 6%). It is worth noting that encounters in EL Paso sector were 55,853 in November 2022, 3.4x November 2021 at 16,324, and up 39,529.

Destination cities included Laredo receiving 65 (49%) flights, Harlingen, TX receiving 50 (37%), and San Diego receiving 19 (14%). In December compared to November, the proportion of flights tilted to Laredo (33% to 49%) from Harlingen (48% to 37%) and San Diego (19% to 14%) where laterals ended 19 December. It's not known why laterals ended in San Diego but there was rumor the city would not accept more, but it was not substantiated to my knowledge.

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 December of 95 were down 6 (6%) from November, and down 24 (20%) from the prior 6-month average. Moreover, removal flights were down 26 (21%) from December 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 December were similar to November, as were lateral flights during the expulsion period, then **it could be in the range of 12-17 lateral flights that are essentially removal flights** (pages 18- 20).

Moreover, it should be noted that encounters of people from Northern Triangle countries, which generally comprise 55% - 65% of flights, absent unusual events like Haiti, have been falling on an absolute and relative basis. They fell 25,000 from June to November (28% of total encounters to 14%), while total encounters of Cubans, Nicaraguans, and Mexicans who are not amenable to air removals increased by 33,600 (45% of total encounters to 55%).

Of the removal flight decrease of 6 from November, flights to Guatemala were down 4 (26 to 22), Peru down 3 (4 to 1), Colombia down 2 (17 to 15), and Honduras (23 to 22), El Salvador (11 to 10), and Brazil (2 to 1) each falling by 1. Peru flights paused in December until the 29th, most likely because of the unrest in Peru. Conversely, Ecuador continued to ramp up flights from 2 in October to 8 in November and 13 in December. Haiti saw the first deportation flight (of 26 people we understand) since 6 September.

Of the removal flight decrease of 26 from December 2021, the major changes were decreases in flights to Haiti of 28 (29 to 1), to Mexico of 14 (14 to 0), to Honduras of 8 (30 to 22), and Guatemala by 4 (26 to 22). These decreases were offset by increases to Colombia of 14 (1 to 15) and Ecuador of 9 (4 to 13). (pages 19,30).

Removal flights were below the prior 6-month average (119) by 24 (20%).

It should be noted that 4 of the removal flights relate to one route with a small jet (generally 10-12 passengers maximum) that included Bulgaria, Togo, Nepal, and Ghana.

Flights to the Northern Triangle Countries of Guatemala (22), Honduras (22), and El Salvador (10) comprised 57% of all removal flights, a bit lower than November, and with Colombia (15) they comprised 73% of removal flights. (pages 19,20).

Direct T42 flight influence. Based on a court declaration on 10 November by Blas Nuñez-Neto, countries now accepting T42 flights are: Guatemala (22), Honduras (22), Colombia (15), Ecuador (13), Peru (1), Brazil (1), and Haiti (1), and they totaled 75 flights and made up 79% of all removal flights in December (page 19,20).

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%. Between September and December, it ranged between 20% and 24%.**

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 [November encounters](#), and were 36% of people processed under T42 from these countries in November (December encounters are not available).

A specific example is Ecuador, with an increase in removal flights from 2 in October to 13 in December (8 coupled to other countries). This increase is most likely related to the consistent increase in encounters from 2,948 in July to 11,831 in November. The number subjected to T42 increased from 210 in October to 1,361 in November.

Please see Country Detail Section below for more details

Shuffle flights decreased slightly by 12 (2%) and was still the second highest month in 3 years second only to 523 in November 2022. The elevated level of shuffle flights is clearly driven by the elevated level of lateral flights described above. Moreover, shuffle flights were a massive 96 (23%) over the prior 6-month average (page 18).

To put the 511 into even greater relief, the monthly average domestic shuffle flights in 2020 and 2021 were 185 and 305, respectively (pages 29,32).

Country Detail

Guatemala flights decreased from 26 to 22 (15%) in December, close to the prior 3-month average, and below 29 and 46 flights in August and July, respectively. This reasonably consistent recent pace is in line with a consistent pace of encounters the last few months between 15,681 and 14,433, after reaching a 15-month high of 24,648 in July. (page 18).

Since June, encounters of Guatemalans fell from 24,648 to 14,433 in November (down 41%), as flights decreased by 22 (50 %) from 44 in June to 22 in December.

Although we do not know encounters for December, these returns by air represented an estimated 18% of November encounters of Guatemalans, and 33% of those processed under T42, within the typical range. In December of 2021 there were 26 flights to Guatemala, 4 (15%) above December 2022.

Based on reports by Guatemala Migration through 19 December of per plane returns, the US returned 555 (18%) fewer people by air in December at 2,575, and December returns by air were down dramatically from June at 5,350 (down by 2,775 or 52%). Encounters of Guatemalans were down similarly at 41% from June to November (last data point).

With the 8 Mexican Government deportation flights to Guatemala added to the ICE flights (pages 14,18), Guatemala received 30 flights returning an estimated 3,600 citizens by air from the US and Mexico. Combined with the estimated [2,200 Guatemalans returned by land by Mexico](#) at Tecún Únam an estimated 5,800 Guatemalans returned by the US and Mexico, 1,548 less than in November, and far below the 10,863 that were returned in June 2022, by 5,063 (47%), and reasonably consistent with the 40% decline in US encounters of Guatemalans from June to November. Please see the section on Mexico's deportation flights below.

Honduras flights decreased by 1 in December from 23 to 22 (4%), with the last 3 months stable at 22 or 23. In December, estimated returns by ICE to Honduras of 2,106 represented 16% of November encounters and 33% of those subjected to T42.

Since June, encounters of Hondurans fell from 24,177 to 12,996 (down 46%) in November as flights decreased by 17 (44%) from 39 in June to 22 in December. We do not know December encounters (pages 18,11-13). In December 2021 there were 30 flights to Honduras, 8 (27%) more than December 2022.

Combined with the 8 Mexican Government deportation flights (pages 14,18), and Mexico section below), Honduras received 30 return flights in October, up 1 from 29 in September, returning an estimated 2,900 citizens by air.

Colombia flights decreased by 2 from 17 to 15, the 4th consecutive month of decrease from 23 flights in August, which is interesting because encounters increased from 13,497 in August to 15,572 in November (page 18). However, none of these flights were coupled with flights to other countries which was the case with all 23 flights in August. Encounters of Colombians did fall from October (17,197) to November (15,572), as did those subjected to T42 (from 2,177 to 1,249), leading to expulsion rates of 13% and 8%, in October and November respectively. I'm curious to see if the downward trend will continue in both flights and T42 expulsion rates.

Ecuador flights increased significantly again from 2 in October to 8 in November to 13 in December. Of the 13 flights in November, 8 were coupled with flights to other countries (7 to El Salvador and 1 to Honduras) with 5 unique flights. In October, 3 of the 8 were unique flights. The increase is no doubt related to encounters increasing for 4 consecutive months from 2,948 in July (1 flight) to 11,831 in November. During that same time those subjected to T42 increased from 114 in July to 1,361 in November, leading to expulsion rates of 4% and 12%, for July and November, respectively (pages 18, 11-13).

El Salvador flights decreased slightly by 1 from 11 to 10 (10%). In December, 5 flights were coupled with flights to Ecuador so there were 5 unique flights to El Salvador, which is relatively consistent with the 7 unique flights in November (page 18).

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 December encounters, the estimate of 700 returns in December would represent 13% of November encounters, lower than other Northern Triangle countries (18%-20%) that do accept T42 returns.

Peru flights dropped from 4, basically 1 every Friday since mid-August, to 1 as they seemed to be paused through the month because of the unrest in Peru, only to restart on 29 December (page 18).

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 9,079 in October and decreased to only 8,529 in November. It is curious that T42 expulsions seemed to match flights in August and September at 246 and 357, respectively, but only 26 and 37 T42 expulsions were recorded for October and November, respectively. Perhaps these are now removals under T8 expedited removal proceedings.

BRAZIL flights decreased significantly from 10 in August to 2 in the following 3 months, and now 1 in December. The decrease is no doubt related to encounters of Brazilians dropping significantly from 5,747 in August to only 714 in November after the large air lift in August (page xx).

Although Brazil does accept T42 it appears the recent flights may be T8 deportation flights, perhaps under expedited removal, as CBP is reporting that none of the 329 non-OFO encounters of Brazilians in November were subjected to T42 in November and only 1 in October.

Haiti experienced the first removal flight since 6 September in December. It appeared to be a deportation flight and it was reported to carry 26 people back to Haiti (pages 15,18).

For the 6th month in a row, in November, CBP encounters of Haitians between southern ports was [below 500 at only 35, with 5,436 at ports of entry](#), many through exceptions to T42.

For the 6th 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 November only 2 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 241 flights to Haiti removing about 24,648 Haitians, and since inauguration 278 flights removing 26,747 Haitians, 1 in every 425 people in Haiti (pages 18).

Small Jet Removals observed included 2 flights on a Gryphon Air Gulfstream that carries 10-12 passengers as a maximum. The jets appear to have deported people on 2 separate routes. One to Bulgaria and Nepal, and another to Ghana and Togo. (pages 18,19).

Other Removal Destinations were The Dominican Republic (2), Nicaragua (3), and Jamaica (1), all within generally normal patterns (page 18).

Mexico Operated Removal flights are all operated by a new company, Viva Aerobus, which operates many more commercial routes than Mexico's old contractor, Magnicharter, operated. The complete changeover was made around 22 October. In October, Magnicharter 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 Magnicharter contract was 2020 to 2022 and it apparently expired at the end of September.

Mexico deportations increased from 22 in November to 32 in December, 6 higher than the prior 6-month average. Flights to all countries increased with Guatemala up 2 (9 to 11), Honduras up 2 (6 to 8), Ecuador up 2 (1 to 3), El Salvador up 2 (0 to 2), Nicaragua up 1 (3 to 4) and Cuba up 1 (3 to 4) (page 14).

Departure cities in Mexico include Mexico City (10), Monterrey (11), Villahermosa (4), Hermosillo (3), Tapachula (3), and Tuxtla (1).

Additionally, I observed 2 likely [INAMI \(Mexico Migration\) “voluntary” return flights to Venezuela](#) from Mexico City, for a total of 9 of these flights, the last of which I observed on 13 Dec following the first observed on 7 November. Because these are supposed to be voluntary flights, I have not included them in the totals.

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.

DECEMBER FLIGHT SUMMARY

In December, there were 729 likely ICE Air flights, down 25 (3%) from November, and up 46 (7%) from the same month of 2021. Removal flights of 95 were down 6 (6%) from November, while domestic shuffle flights decreased by 12 (2%).

- - 95 removal flights, with 86 return flights, to 15 different countries in Latin America, Europe, Africa, and the Caribbean.
- - 37 domestic flights connecting directly to removal flights.
- - 511 domestic shuffle flights between deportation locations.
- - 548 domestic flights (connections and shuffle flights).
- - **Since President Biden’s inauguration there have been 13,843 likely ICE Air flights** including 2,407 removal flights. Including just the 264 lateral flights before October 2021 and 50 for October - December 2022 as expulsion flights would yield 2,721 removal flights.

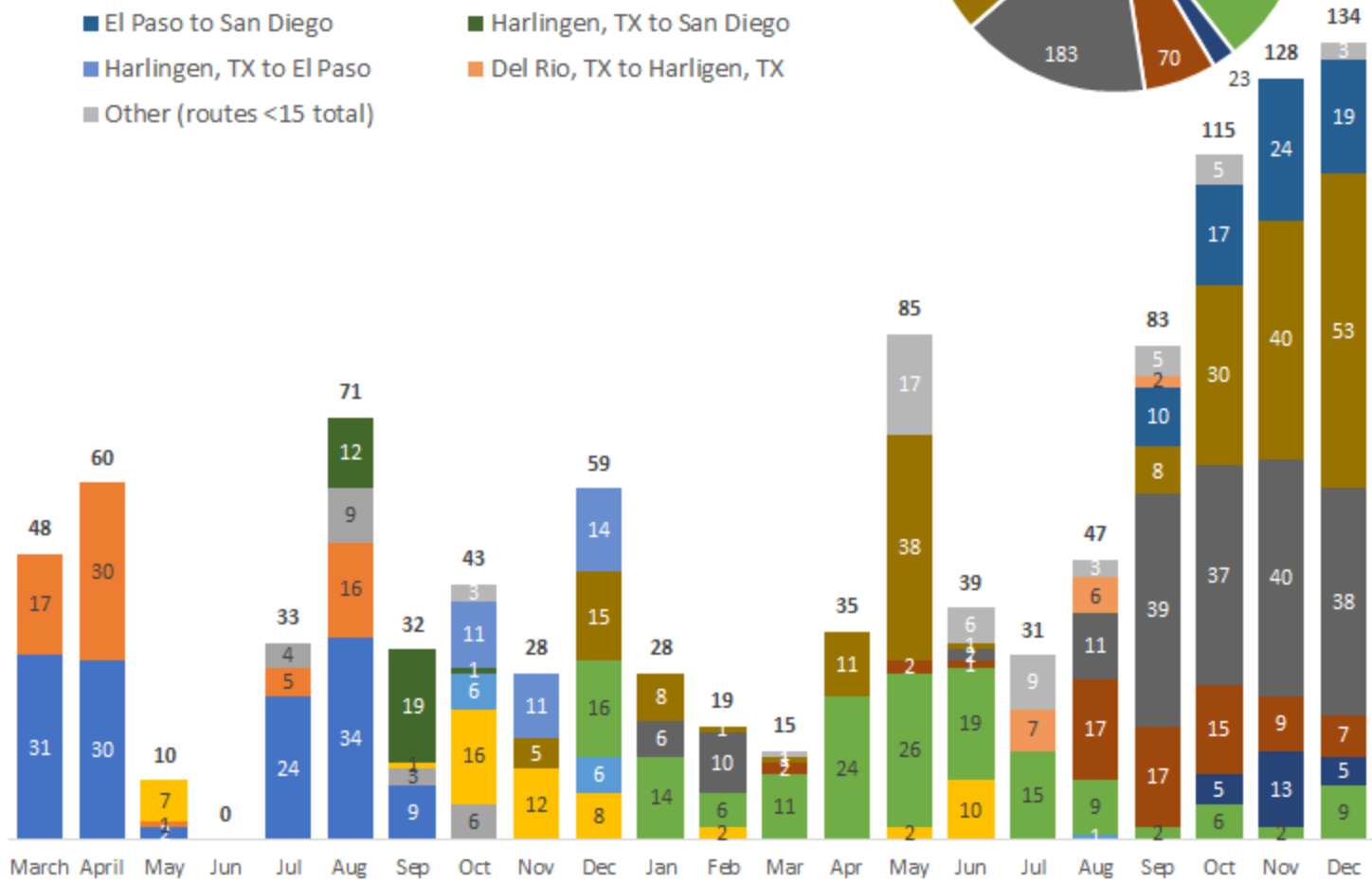
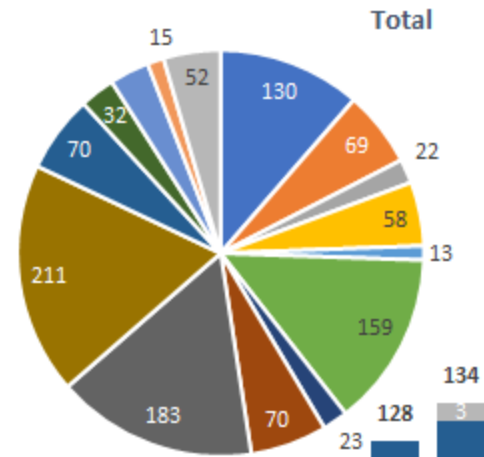
Last 12 Months – 7,980 likely total flights

- - 1,416 removal flights, with 1,301 return flights, to at least 27 countries in Latin America, Europe, the Caribbean, Africa, and Southeast Asia.
- - 478 domestic flights connecting directly to removal flights.
- - 4,785 domestic shuffle flights between removal locations.
- - 5,263 domestic flights (connections and shuffle flights).
- - 40% of flights were return related (removal, return and connections) and 60% were domestic shuffle flights.

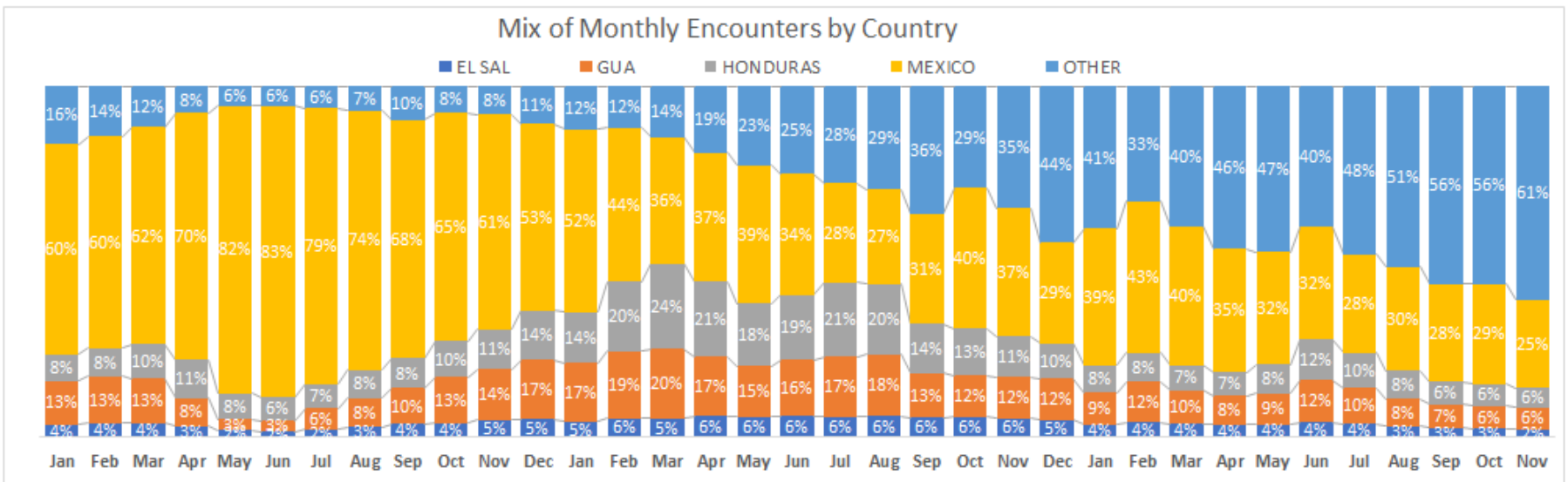
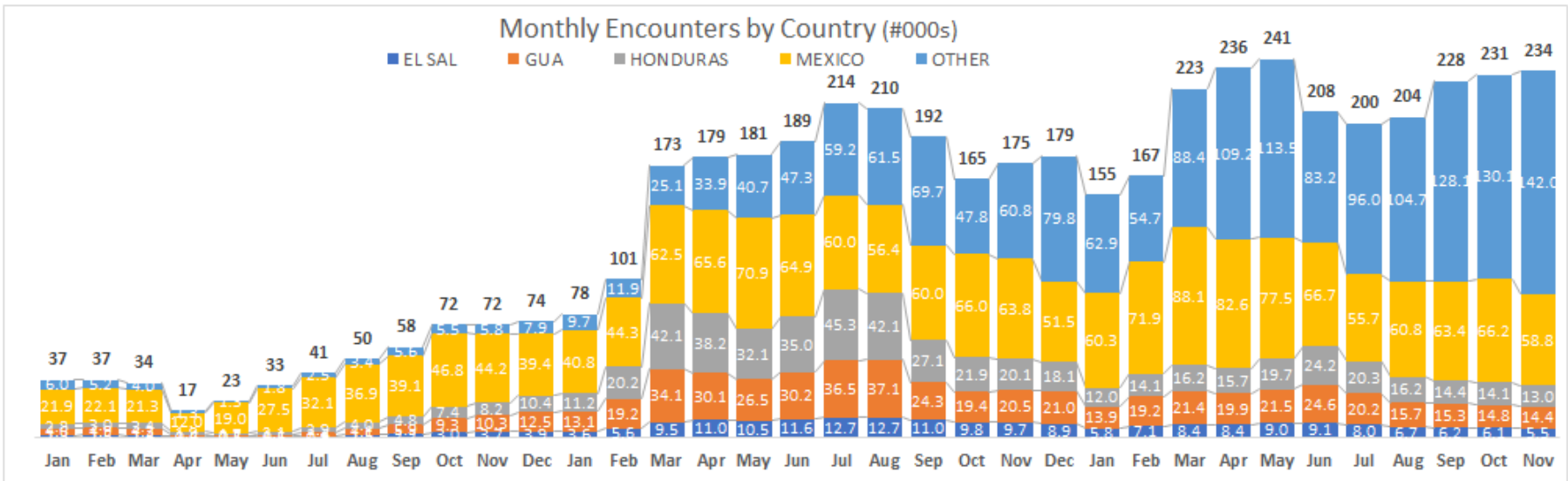
Lateral Flights

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
- Yuma to Harlingen, TX
- Harlingen, TX to San Diego
- Del Rio, TX to Harlingen, TX
- Other (routes <15 total)

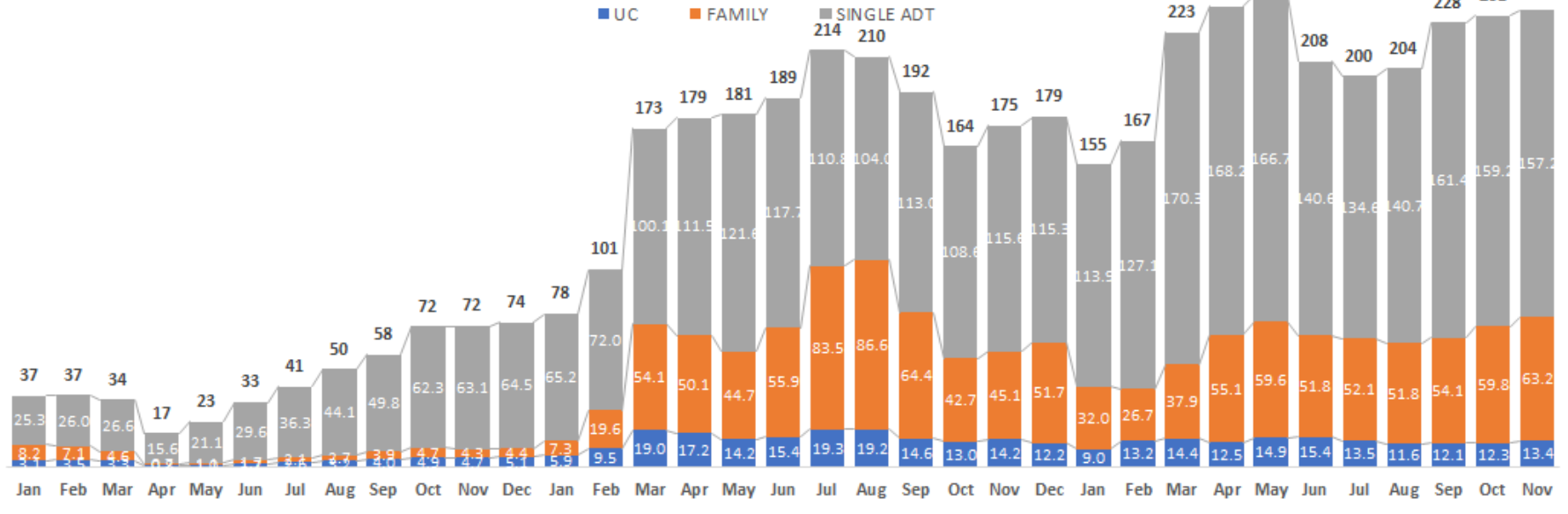


Excludes Return Legs

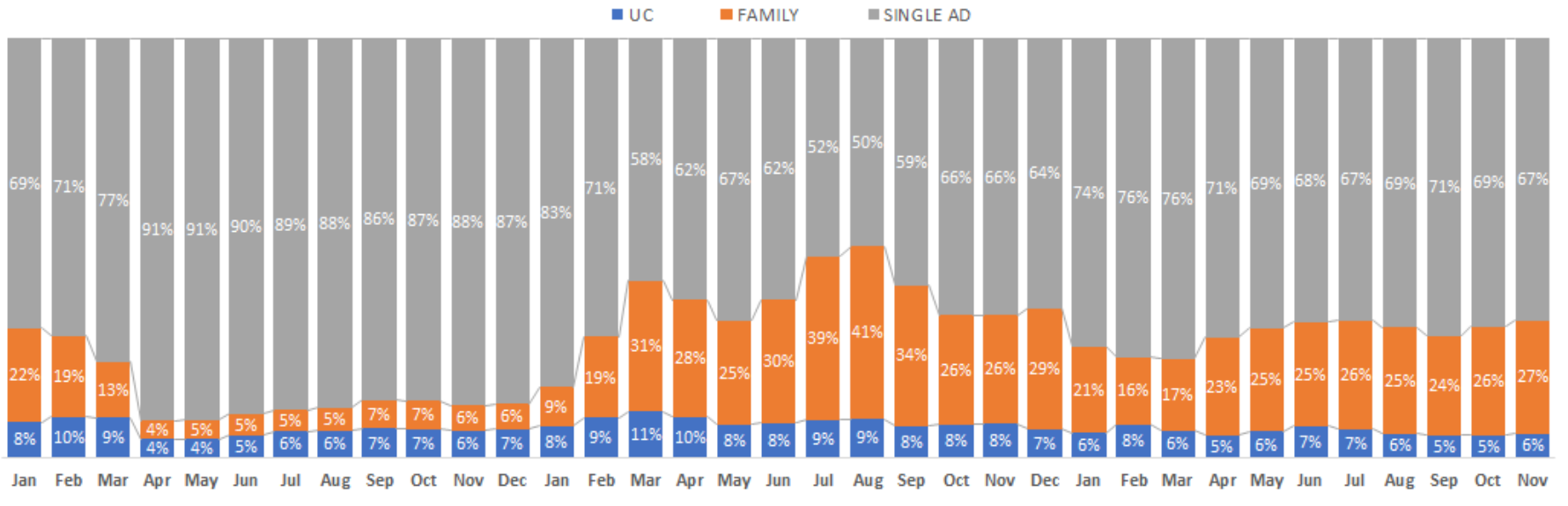


Customs and Border Patrol Encounters at the Southern Border.

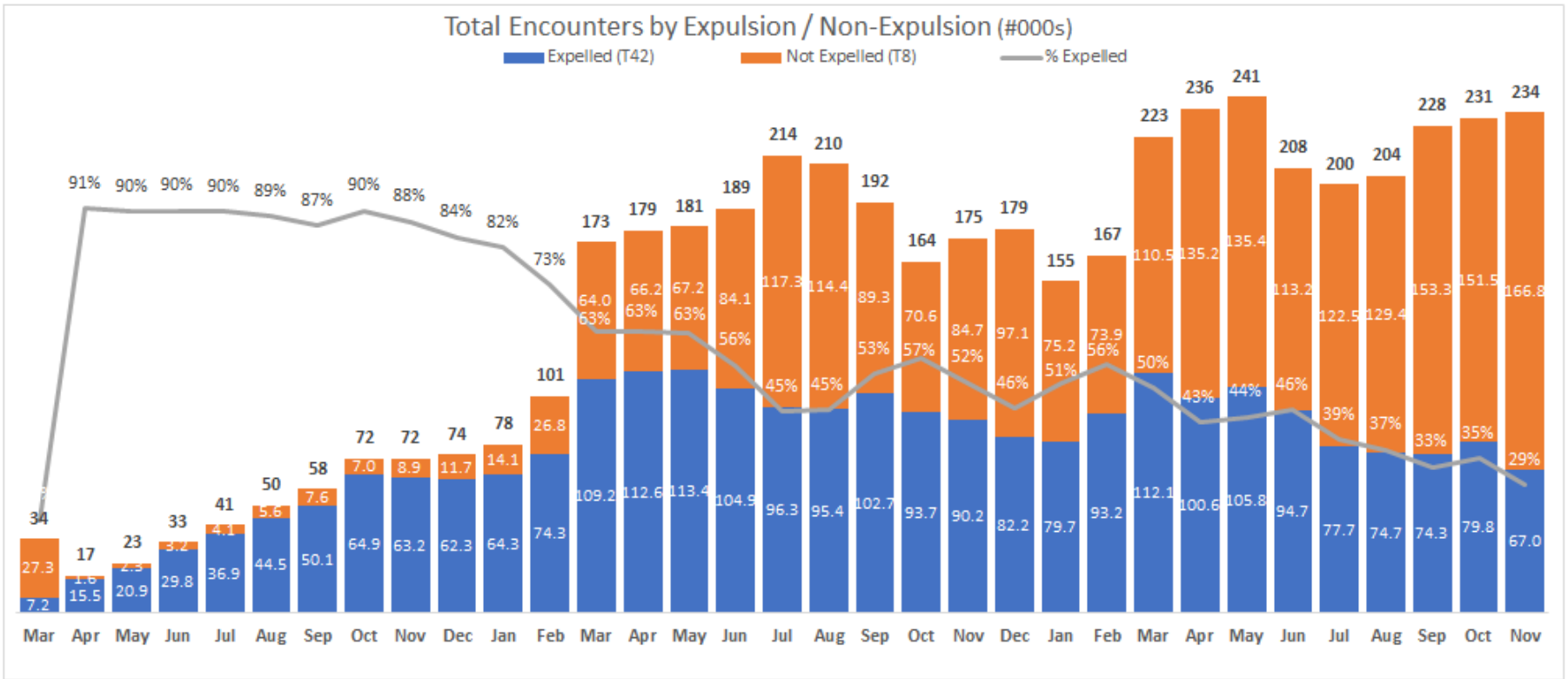
Monthly Encounters by Family Unit (#000s)



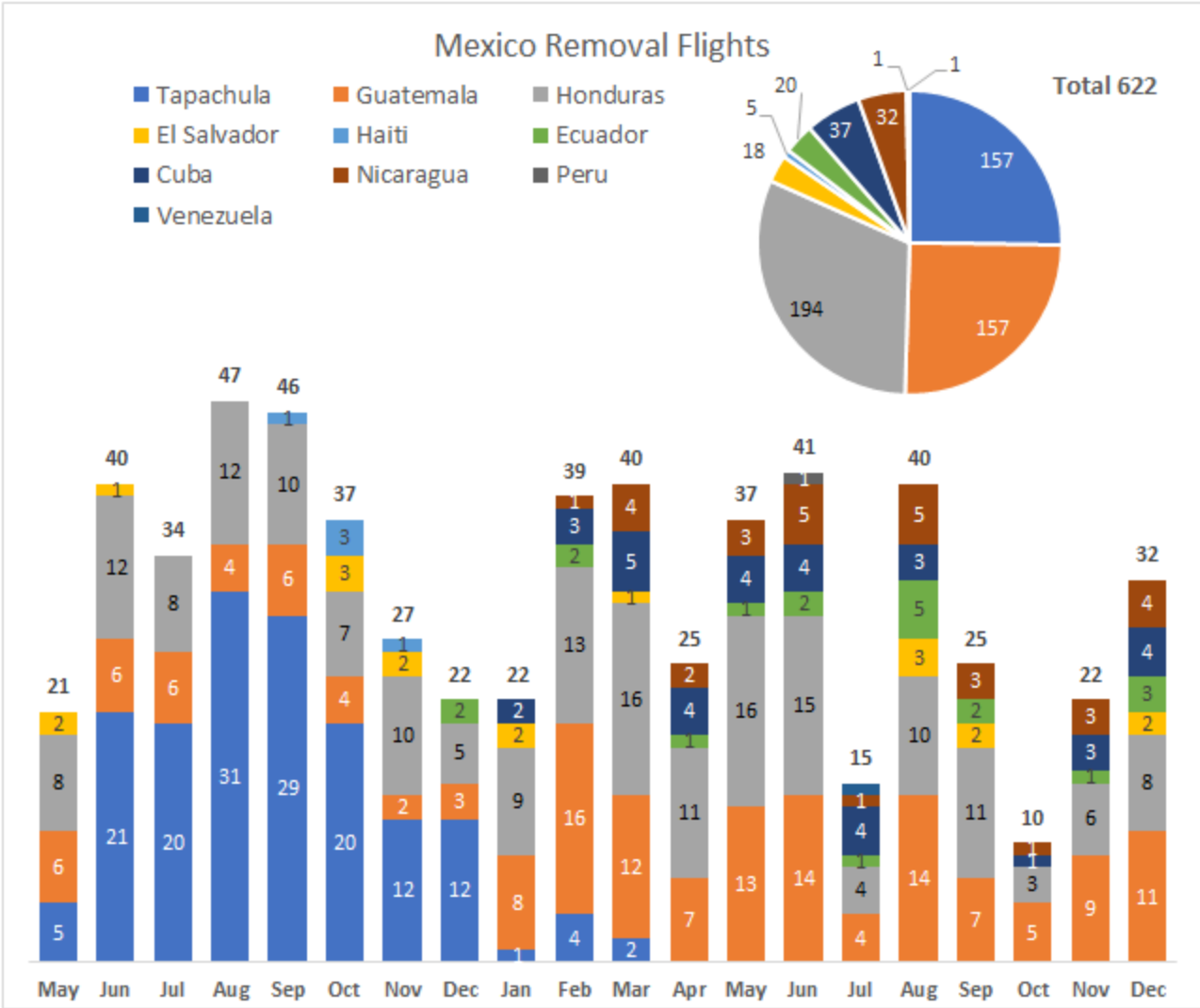
Mix of Monthly Encounters by Family Unit



Customs and Border Patrol Encounters at the Southern Border.



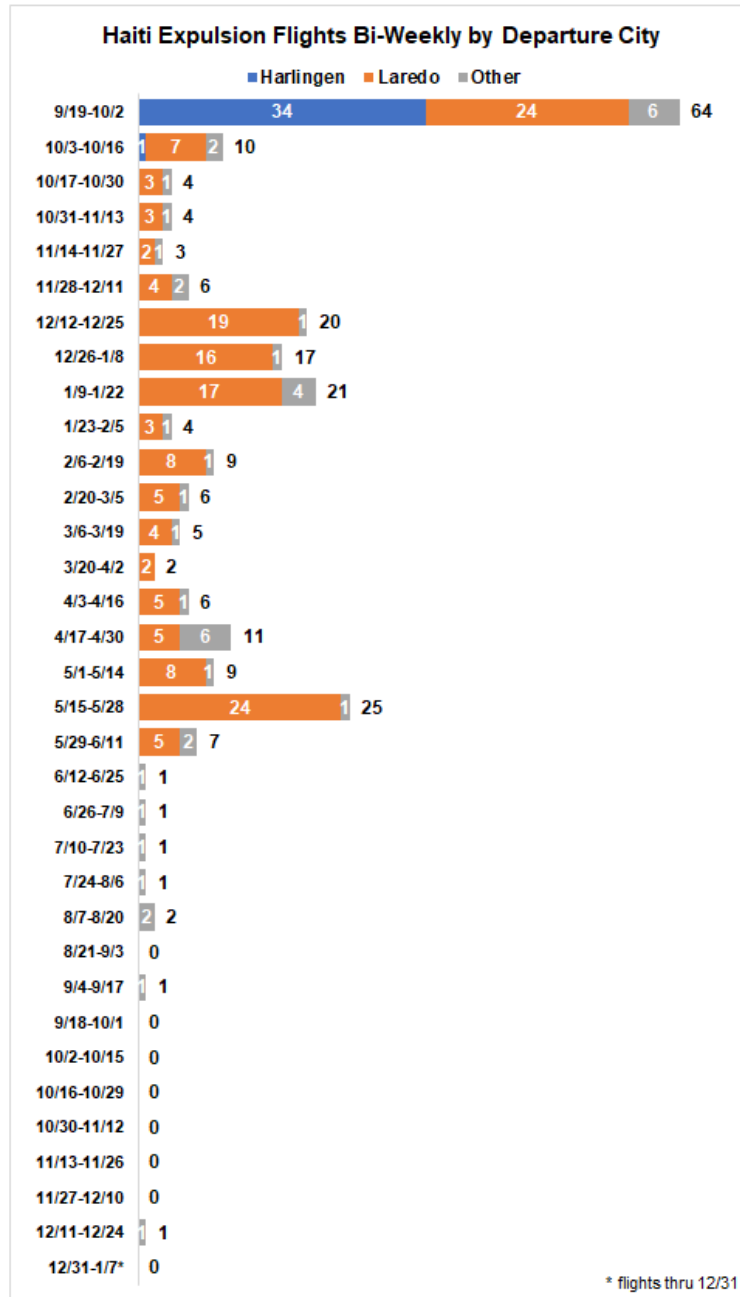
Customs and Border Patrol Encounters at the Southern Border.



In Oct 2022 Mexico changed contract air charter service from Magnicharters to Viva Aerobus

ICE Air Expulsion Flights to Haiti

Sept 19th 2021 through Dec 31st 2022



Departure and Arrival Cities

Flights To

Flights From	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	6	0	6	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	215	26	241	100%
% of Total	89%	11%	100%	

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

People To

People From	Port-au-Prince, Haiti	Cap-Haitien, Haiti	Total	% of Total
Laredo, TX	15,137	1,636	16,773	68%
Harlingen/San Benito, TX	2,864	716	3,580	15%
Alexandria, LA	2,148	102	2,250	9%
Miami, FL	614	0	614	2%
San Antonio, TX	409	0	409	2%
Guantanamo Bay, Cuba	307	0	307	1%
El Paso, TX	307	0	307	1%
Santo Domingo, Dominica	205	0	205	1%
Brownsville, TX	0	205	205	1%
Total	21,989	2,659	24,648	100%
% of Total	89%	11%	100%	

TRACKING ICE AIR

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

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

ICE Air does not disclose information or data about their flights. Our information is based on securing all flight information from the publicly available FlightAware application for World Atlantic and Swift. We then filter the flights to the likely ICE Air removal and destination locations to identify, within a small margin of error, the removal flights. **To do this we use the knowledge and experience we gained through tracking ICE Air for over 2 years and 10,000 ICE Air flights legs.** Any errors in our estimations we believe are small and certainly immaterial to the analysis that follows.

The domestic analysis is particularly complex in that all 6 potential carriers fly many more non- ICE Air charters domestically than internationally, so establishing business rules to filter to just ICE Air flights becomes much more dependent on understanding the specific planes in the fleets used for ICE Air, the locations of detention centers, regular ICE Air flight patterns, and knowledge of other partners Swift and World Atlantic serve and their common destinations. **As such, the margin of error may be somewhat higher in this domestic analysis than the removal analysis, but we are confident it is within a reasonable margin of error** and, since any errors would most likely occur randomly over time, that the comparative time period analysis is quite sound. In certain very limited cases, such as Cuba, our confidence was not high enough to determine regular flights from removals so we excluded 1Q 2020 all to be conservative. **A pre/early COVID domestic flights comparison can be found in our [“ICE Air 1,677 flights while COVID rages.”](#)**

OUT OF SCOPE

- **Our pre/early COVID removal detailed comparative analysis can be found in our [“ICE Air Removals: Has COVID -19 Changed Anything?” published May 7, 2020.](#)**
- **The number of detainees in total or on any flight.** ICE discloses none of these numbers and there is no reasonable way to estimate. In April 2019 Phil Neff from the University of Washington Center for Human Rights published a piece that did analyze passenger data secured through a FOIA request in *“Hidden in Plain Sight: ICE Air and the Machinery of Mass Removal.”* We understand that this piece may be updated and look forward to the analysis.
- **That said, we know from how the pandemic spreads that you do not need a plane load of infected people to seed and spread COVID. A few people carrying the virus can spread it quickly and devastatingly.**

FLIGHT CATEGORIZATION

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

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

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

Total ICE Air Flights YTD 2022 – Removal and Domestic

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

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

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

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

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

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		
	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	
Removal Departure																							
1	Harlingen, TX	29	40	56	33	48	49	48	43	43	38	40	32	499	35%	499	35%	(8)	(20%)	(12)	(26%)	343	220%
2	Mission/McAllen/Edin, TX	18	28	24	24	7	32	28	20	17	13	12	13	236	17%	236	17%	1	8%	(7)	(36%)	38	19%
3	Alexandria, LA	15	16	17	14	18	19	21	21	26	19	22	20	228	16%	228	16%	(2)	(9%)	(1)	(6%)	58	34%
4	Laredo, TX	31	11	14	26	53	19	14	10	0	0	5	5	188	13%	188	13%	0	0%	(3)	(38%)	28	18%
5	San Salvador, El Salvador	5	3	1	1	1	6	18	24	5	2	4	12	82	6%	82	6%	8	200%	2	22%	57	228%
6	El Paso, TX	3	1	4	4	2	1	3	1	0	0	0	0	19	1%	19	1%	0	n/a	(1)	(100%)	(2)	(10%)
7	Phoenix, AZ	3	3	1	0	2	0	0	3	1	1	0	2	16	1%	16	1%	2	n/a	1	140%	8	100%
8	Brazil	0	0	1	0	0	0	3	5	2	2	2	1	16	1%	16	1%	(1)	(50%)	(1)	(57%)	11	220%
9	Port-au-Prince, Haiti	1	1	0	2	2	2	2	2	1	0	0	0	13	1%	13	1%	0	n/a	(1)	(100%)	10	333%
10	Honduras	0	0	0	0	0	0	0	0	2	3	5	2	12	1%	12	1%	(3)	(60%)	0	20%	(29)	(71%)
11	San Diego, CA	0	1	4	4	2	0	0	0	0	0	0	0	11	1%	11	1%	0	n/a	0	n/a	(54)	(83%)
12	San Antonio, TX	0	0	0	0	1	1	2	1	0	2	3	1	11	1%	11	1%	(2)	(67%)	(1)	(33%)	(3)	(21%)
13	Panama Pacifico, Panama	0	0	0	0	0	0	0	2	5	0	2	2	11	1%	11	1%	0	0%	1	33%	11	n/a
14	Senegal	0	0	1	0	3	3	0	2	0	0	0	1	10	1%	10	1%	1	n/a	0	20%	10	n/a
15	Miami, FL	1	1	0	4	0	1	0	0	0	1	0	1	9	1%	9	1%	1	n/a	1	200%	(7)	(44%)
16	Ecuador	4	4	0	0	0	0	0	0	0	0	0	0	8	1%	8	1%	0	n/a	0	n/a	(6)	(43%)
17	Timehri, Guyana	1	1	2	2	1	1	0	0	0	0	0	0	8	1%	8	1%	0	n/a	(0)	(100%)	4	100%
18	Houston, TX	0	0	0	0	2	0	1	1	1	1	1	0	7	0%	7	0%	(1)	(100%)	(1)	(100%)	7	n/a
19	Yuma, AZ	1	1	1	0	0	1	1	0	0	1	0	0	6	0%	6	0%	0	n/a	(1)	(100%)	6	n/a
20	Other	0	1	2	1	0	4	1	5	4	0	5	3	26	2%	26	2%	(2)	(40%)	(0)	(5%)	(123)	(83%)
21	Total	112	112	128	115	142	139	142	140	107	83	101	95	1,416	100%	1,416	100%	(6)	(6%)	(24)	(20%)	367	35%
22	# Week Days (non-Holiday)	20	19	23	21	21	21	20	23	21	21	20	22	252		252		2	10%	1	5%	(2)	(1%)

Total ICE Air Flights

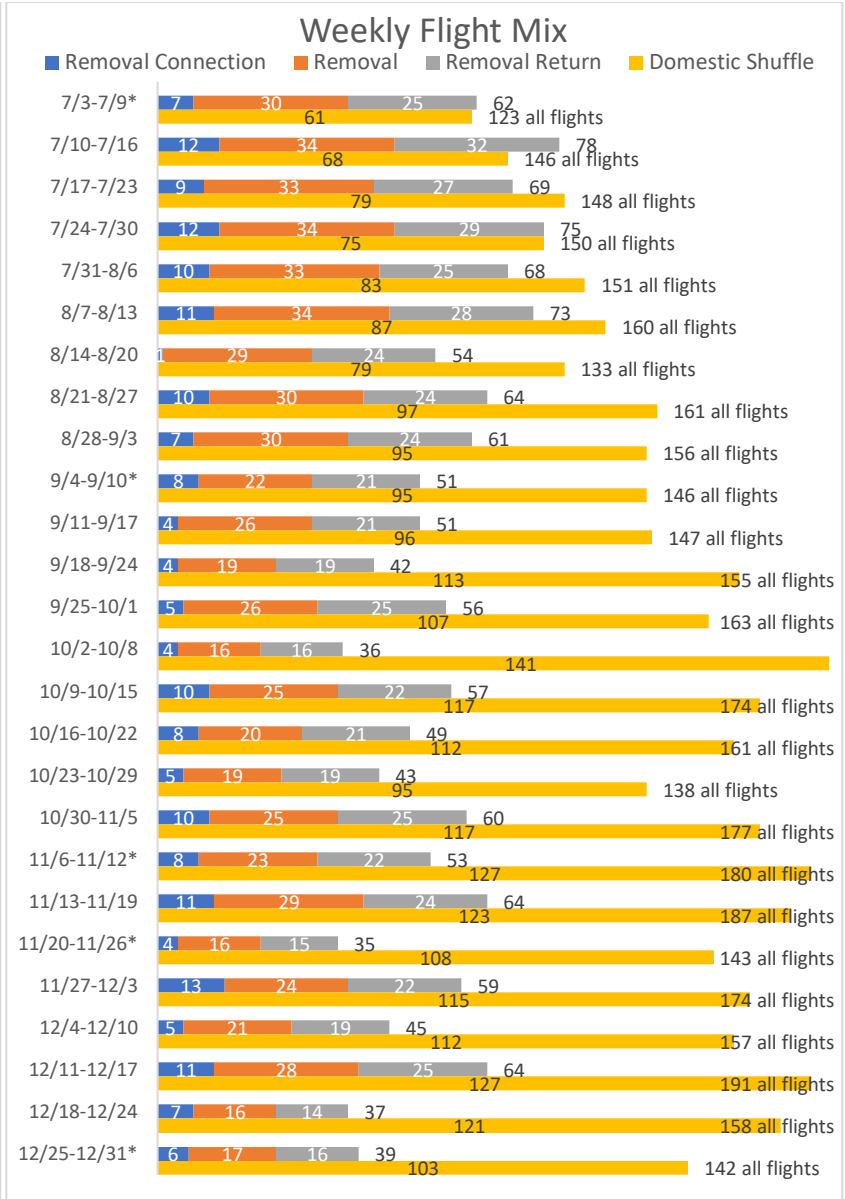
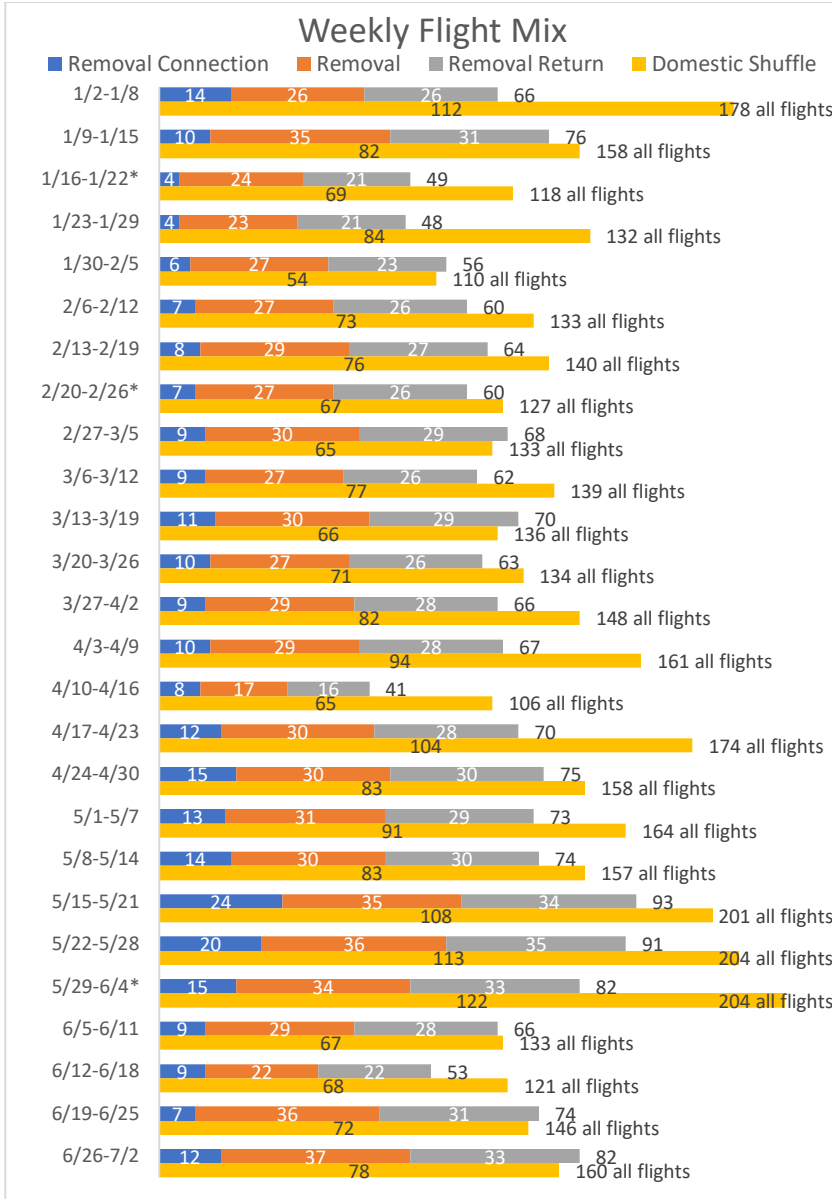
Flight Category	Pre-Biden		Ytd Average				Current Month				Flights since	
	Nov/Dec		Ytd Mo Avg	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	Current Month	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	01/21/21	% of Flights
	2020 Mo Avg	% of Flights										
1 Removal	83	23%	118	35	42%	18%	95	12	14%	13%	2,407	13%
2 Removal Connection	<u>56</u>	15%	<u>40</u>	<u>(16)</u>	(29%)	6%	<u>37</u>	(19)	(34%)	5%	<u>921</u>	5%
3 Total Outbound Removal	139	38%	158	19	14%	24%	132	(7)	(5%)	18%	3,328	18%
4 Removal Return	<u>72</u>	20%	<u>108</u>	<u>37</u>	52%	16%	<u>86</u>	15	20%	12%	<u>2,186</u>	12%
5 Total Removal Related	211	58%	266	56	26%	40%	218	8	4%	30%	5,514	30%
6 Domestic Shuffle	152	42%	399	247	163%	60%	511	360	237%	70%	8,329	70%
7 Total Flights	362	100%	665	303	84%	100%	729	367	101%	100%	13,843	100%
8 Total Domestic (Remove Connect + Shuffle)	208	57%	439	231	111%	66%	548	341	164%	75%	9,250	75%
9 # Week Days (non-Holiday)	21		21	0	0%		22	1	5%		494	

ICE Air Removal Destination Cities

	Pre-Biden		Ytd Average				Current Month				Flights	
	Nov/Dec	% 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	since 01/21/21	% of Flights
	2020 Mo Avg											
Removal Destination												
1 Guatemala City, Guatemala	13	16%	31	18	137%	26%	22	9	69%	23%	548	23%
2 Honduras	0	0%	30	30	n/a	25%	22	22	n/a	23%	500	21%
3 San Salvador, El Salvador	12	14%	15	4	33%	13%	10	(2)	(13%)	11%	266	11%
4 Port-au-Prince, Haiti	3	3%	10	8	303%	9%	1	(2)	(60%)	1%	251	10%
5 Colombia	1	1%	16	15	1450%	13%	15	14	1400%	16%	198	8%
6 Villahermosa, Mexico	5	5%	0	(5)	(100%)	0%	0	(5)	(100%)	0%	109	5%
7 Ecuador	6	7%	3	(3)	(53%)	2%	13	7	117%	14%	93	4%
8 Guadalajara, Mexico	9	11%	1	(8)	(90%)	1%	0	(9)	(100%)	0%	58	2%
9 Mexico City, Mexico	9	11%	1	(9)	(94%)	0%	0	(9)	(100%)	0%	49	2%
10 Brazil	1	1%	4	3	600%	3%	1	1	100%	1%	66	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	4%	2%	2	0	0%	2%	44	2%
13 Managua, Nicaragua	2	2%	2	1	39%	2%	3	2	100%	3%	42	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%	1	0	0%	1%	24	1%
18 Callao, Peru	0	0%	1	1	n/a	1%	1	1	n/a	1%	15	1%
19 Puebla, Mexico	4	5%	0	(4)	(100%)	0%	0	(4)	(100%)	0%	4	0%
20 Liberia	1	1%	0	(0)	(33%)	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 Ghana	0	0%	0	0	n/a	0%	1	1	n/a	1%	3	0%
23 Nigeria	1	1%	0	(0)	(67%)	0%	0	(1)	(100%)	0%	2	0%
24 Kenya	0	0%	0	0	n/a	0%	0	0	n/a	0%	1	0%
25 Lungi, Sierra Leone	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)	(83%)	0%	0	(1)	(100%)	0%	1	0%
28 Juba, South Sudan	0	0%	0	0	n/a	0%	0	0	n/a	0%	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 Lome, Togo	0	0%	0	0	n/a	0%	1	1	n/a	1%	1	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 Other	3	3%	1	(2)	(77%)	0%	2	(1)	(20%)	2%	7	0%
35 Total	83	100%	118	35	42%	100%	95	12	14%	100%	2,407	100%
36 # Week Days (non-Holiday)	21		21	0	0%		22	1	5%		494	

ICE Air Weekly Flight Mix -

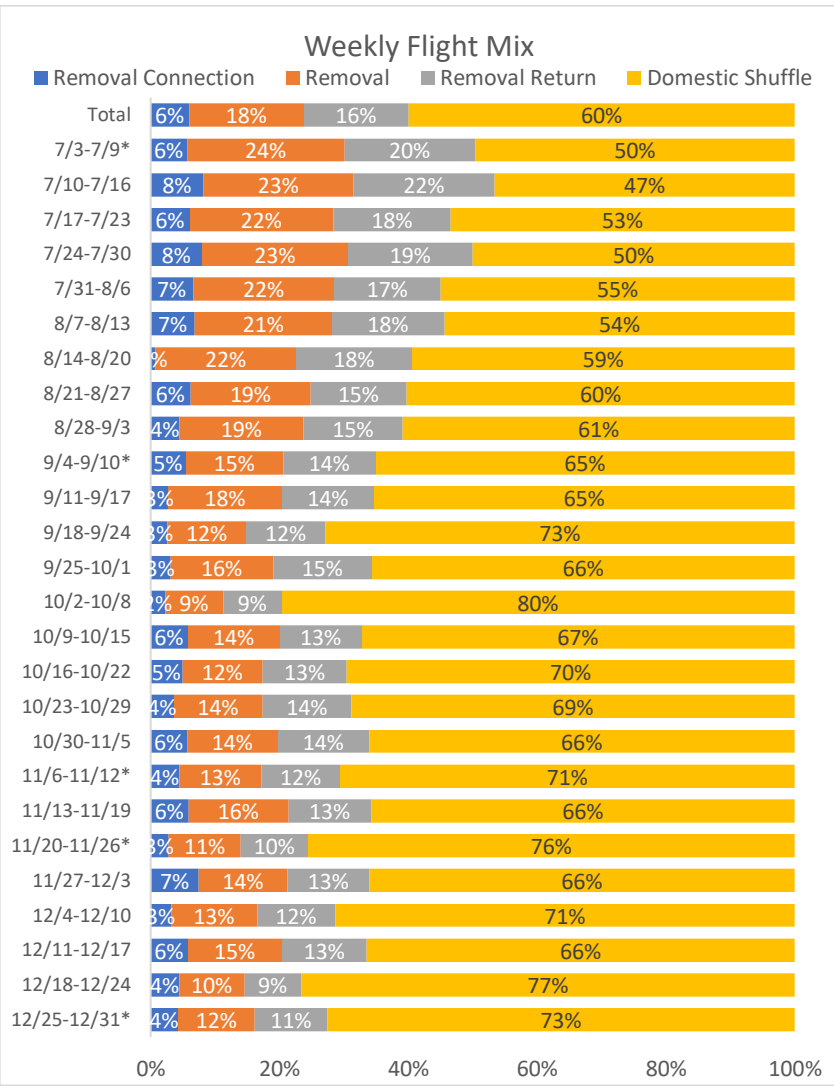
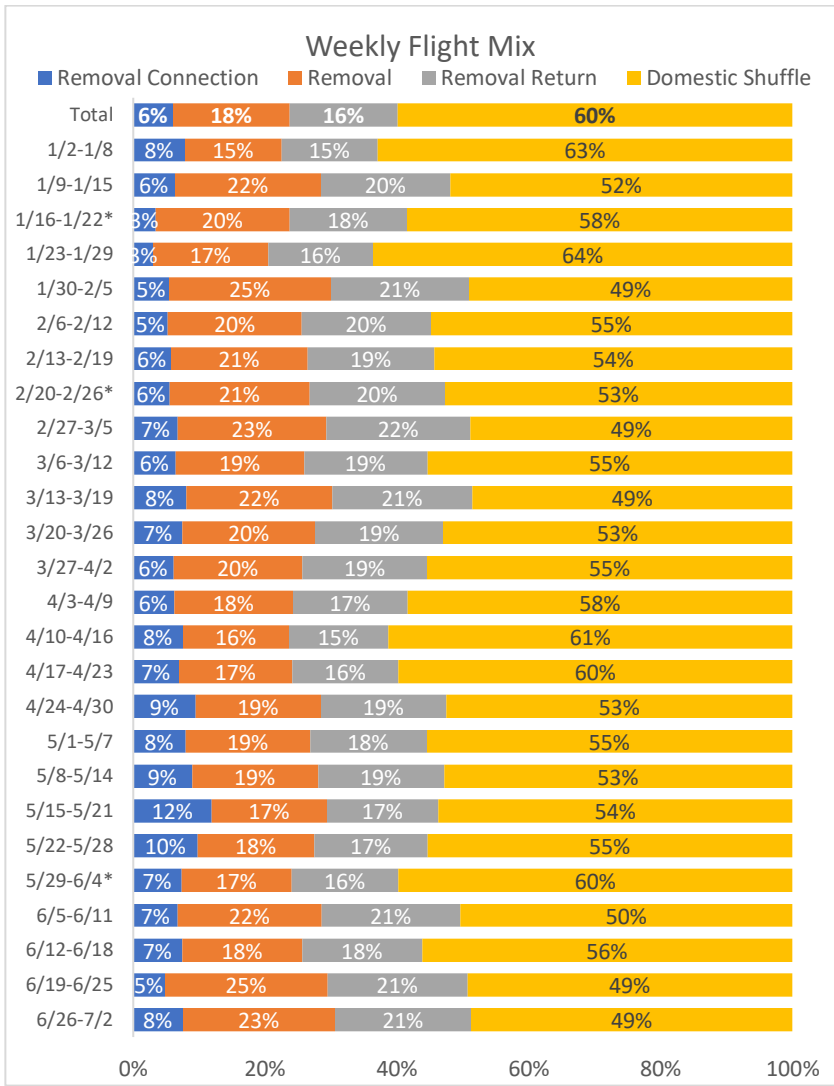
Rolling 12 Months



^ short week
* Holiday

Ice Air Weekly Flight Mix - %

Rolling 12 Months



^ short week

* Holiday

ICE Air Domestic Last 6 months (Jul-Dec)

Departure City	Destination City												Total	% of Total
	El Paso, TX	Harlingen, TX	Alexandria, LA	Phoenix, AZ	Laredo, TX	San Antonio, TX	San Diego, CA	Yuma, AZ	Miami, FL	Columbus, GA	Houston, TX	Other		
El Paso, TX		165	31	23	131	10	72	10		4	28	21	495	17%
Harlingen, TX	125		52	64	11	77		26	30	1		71	457	16%
Alexandria, LA	33	103		39	17	27	13	12	6	6		45	301	10%
Phoenix, AZ	36	7	56		1	5	18	45	2	5		102	277	10%
San Antonio, TX	99	61	3	8	30		10	30		1	7	26	275	10%
Laredo, TX	109	6	31	32		33		2	2	2	1	2	220	8%
San Diego, CA	57	3	28	36		4		3			4	3	138	5%
Yuma, AZ		65	13	4	43	5	1			1	2	4	138	5%
Miami, FL	1	14	16	1	4	3				27		10	76	3%
Columbus, GA		6	28	5	5	1			1			3	49	2%
Denver, CO			4	6		6	6					18	40	1%
Other	42	50	99	39	7	28	19	3	8	1	0	113	409	14%
Total	502	480	361	257	249	199	139	131	49	48	42	418	2,875	100%
% of Total	17%	17%	13%	9%	9%	7%	5%	5%	2%	2%	1%	15%	100%	

ICE Air Removals Last 6 months (Jul-Dec)

Departure City	Destination City											Total	% of Total	
	Guatemala City, Guatemala	Honduras	Colombia	San Salvador, El Salvador	Ecuador	Brazil	Callao, Peru	Managua, Nicaragua	Santo Domingo, Dominican Republic	Port-au-Prince, Haiti	Kingston, Jamaica			Other
Harlingen, TX	81	78	48	37								0	244	37%
Alexandria, LA	27	29	11	32			13	6	5	6		0	129	19%
Mission/McAllen/Edinburg, TX	50	51		2								0	103	15%
San Salvador, El Salvador			43		22							0	65	10%
Laredo, TX	1	1		29	3							0	34	5%
Brazil						15						0	15	2%
Honduras			1		3		8					0	12	2%
Panama Pacifico, Panama			4				7					0	11	2%
San Antonio, TX		2	4	3								0	9	1%
Phoenix, AZ	4		1			2						0	7	1%
Houston, TX		2	1	2								0	5	1%
Other	5	0	3	1	0	3	0	0	6	2	0	14	34	5%
Total	168	163	116	106	28	20	15	13	12	7	6	14	668	100%
% H/(L)	25%	24%	17%	16%	4%	3%	2%	2%	2%	1%	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	<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	Rolling 12 months												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					Year to Date	% of Flights	H/(L)	% H/(L)	H/(L)	% H/(L)
1	Guatemala City, Guat	7	6	5	3	5	3	5	10	34	37	43	26	184	18%	184	18%	(17)	(40%)	4	18%	(63)	(26%)
2	Honduras	8	5	8	9	11	8	10	14	20	12	14	30	149	14%	149	14%	16	114%	17	131%	(51)	(26%)
3	Port-au-Prince, Haiti	2	14	10	6	2	0	1	2	39	18	9	29	132	13%	132	13%	20	222%	18	152%	95	257%
4	Villahermosa, Mexico	4	2	2	4	5	4	4	20	22	20	20	5	112	11%	112	11%	(15)	(75%)	(10)	(67%)	75	203%
5	San Salvador, El Salv	12	10	4	3	4	4	4	4	11	11	14	9	90	9%	90	9%	(5)	(36%)	1	13%	(21)	(19%)
6	Ecuador	5	6	4	5	7	4	3	5	11	5	3	4	62	6%	62	6%	1	33%	(1)	(23%)	18	41%
7	Tapachula, Mexico	0	0	0	0	0	0	0	16	20	15	5	0	56	5%	56	5%	(5)	(100%)	(9)	(100%)	56	n/a
8	Guadalajara, Mexico	8	5	2	1	0	0	8	9	4	4	7	4	52	5%	52	5%	(3)	(43%)	(1)	(25%)	(20)	(28%)
9	Mexico City, Mexico	8	5	4	4	4	5	4	4	2	2	4	3	49	5%	49	5%	(1)	(25%)	(1)	(14%)	(24)	(33%)
10	Morelia, Mexico	4	4	1	0	0	0	0	4	2	2	4	2	23	2%	23	2%	(2)	(50%)	0	0%	0	0%
11	Cap-Haitien, Haiti	0	0	0	0	0	0	0	0	19	3	0	0	22	2%	22	2%	0	n/a	(4)	(100%)	22	n/a
12	Santo Domingo, DR	2	2	2	1	2	2	1	1	2	2	2	2	21	2%	21	2%	0	0%	0	20%	0	0%
13	Brazil	0	0	0	0	1	2	4	4	3	4	3	3	24	2%	24	2%	0	0%	(0)	(10%)	3	14%
14	Managua, Nicaragua	2	1	2	1	2	1	1	1	2	1	2	2	18	2%	18	2%	0	0%	1	50%	(1)	(5%)
15	Queretaro, Mexico	8	6	2	0	0	0	0	0	0	0	0	0	16	2%	16	2%	0	n/a	0	n/a	(17)	(52%)
16	Bogota, Colombia	1	1	1	1	1	1	0	2	1	0	2	1	12	1%	12	1%	(1)	(50%)	0	0%	0	0%
17	Kingston, Jamaica	1	1	1	1	1	1	1	1	1	1	1	1	12	1%	12	1%	0	0%	0	0%	1	9%
18	Puebla, Mexico	5	2	0	0	0	0	0	0	0	0	0	0	7	1%	7	1%	0	n/a	0	n/a	(12)	(63%)
19	Piarco, Trinidad	1	0	0	0	1	0	1	0	0	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	1	50%
20	Kenya	1	0	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	(1)	(50%)
21	Timehri, Guyana	0	0	0	0	1	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	(1)	(50%)

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

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

Total ICE Air Flights YTD 2020 – Removal and Domestic

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

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

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

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

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date	% of Flights	Current Month		Current Month		Current Month													
															H/(L) Pr Mth	% H/(L) Pr Mth	H/(L) Pre-COVID 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