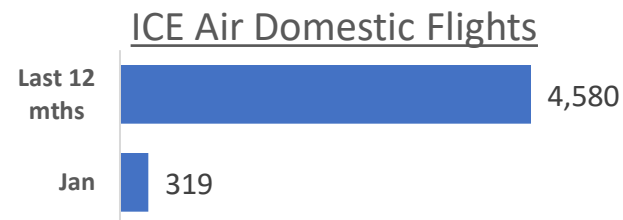
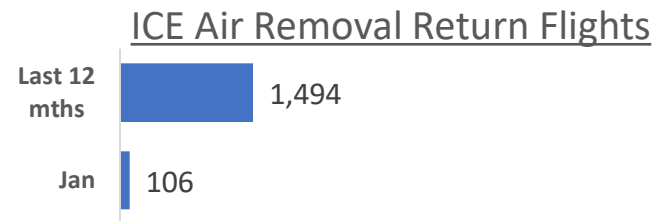
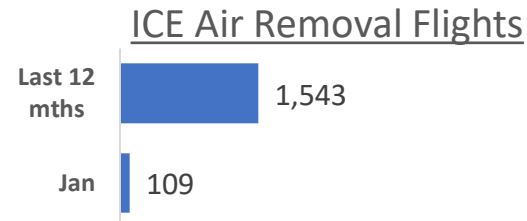
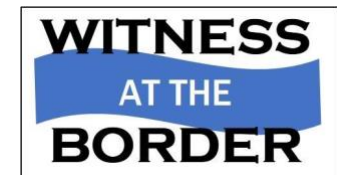


ICE Air Flights

January 2025 and Last 12 Months (including summaries 2020,2021,2022,2023,2024)



- February 4, 2025
Thomas H Cartwright



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ICE AIR EXECUTIVE SUMMARY – JANUARY 2025

- *NOTE: THE ICE AIR FLIGHT DATA HEREIN IS FROM THE ICE AIR FLIGHT TRACKING OF THE AUTHOR, THOMAS CARTWRIGHT. ICE DOES NOT PROVIDE ICE AIR FLIGHT INFORMATION.*
- *IN THE 8 DAYS BETWEEN 24 JANUARY AND 31 JANUARY THERE WERE 8 MILITARY DEPORTATION FLIGHTS, 4 TO GUATEMALA, 2 TO HONDURAS (1 COUPLED WITH A PERU FLIGHT), 1 TO ECUADOR, AND 1 TO PERU (PAGE 4).*
- *109 REMOVAL FLIGHTS IN JANUARY, DOWN 18 (14%) FROM THE PRIOR MONTH AND 15 (12%) BELOW THE PRIOR 6-MONTH AVERAGE, AND DOWN 21 (16%) FROM JANUARY 2024 (PAGES 27,15).*
- *TOTAL ICE AIR FLIGHTS OF 534, THE LOWEST LEVEL SINCE FEBRUARY 2022, WAS DOWN 95 (15%) FROM THE PRIOR MONTH AND ALSO 93 (15%) BELOW THE PRIOR 6-MONTH AVERAGE AND 105 (16%) BELOW JANUARY 2024. (PAGES 27,15).*
- *5.0 REMOVAL FLIGHTS PER WEEKDAY, TIED FOR THE SECOND LOWEST LEVEL IN THE LAST 2 YEARS, DOWN FROM THE PRIOR MONTH OF 6.0 AND THE PRIOR 6-MONTH AVERAGE OF 5.7 (PAGE 14).*
- *TOTAL FLIGHTS PER WEEKDAY DROPPED TO 24 IN JANUARY, THE LOWEST LEVEL IN AT LEAST 2 YEARS, FROM 30 IN DECEMBER AND WAS 5 BELOW THE PRIOR 6-MONTH AVERAGE. (PAGE 16).*
- *PANAMA INITIATED DEPORTATION FLIGHTS CONTINUE WITH 43 (41 FUNDED BY THE US) BETWEEN 1 AUGUST AND 31 JANUARY. 29 TO COLOMBIA, 12 TO ECUADOR, 1 TO INDIA, AND 1 TO INDIA/VIETNAM. REMOVING A TOTAL OF ABOUT 1,726 PEOPLE (2.1% OF DARIÉN ENTRIES OVER THAT TIME) (PAGE 5).*
- *ONLY 1 MEXICO OPERATED DEPORTATION FLIGHT, TO HONDURAS, FOLLOWS 0 IN DECEMBER AND BELOW THE PRIOR 6-MONTH AVERAGE OF 5.5 (PAGES 23,12).*
- *LATERAL FLIGHTS REMAINED AT 17 WITH 3 OPERATED BY THE US COAST GUARD. LATERAL MOVEMENTS PRIMARILY MOVED PEOPLE FROM SAN DIEGO, TUCSON, AND EL PASO TO LAREDO AND HARLINGEN, MANY TO STAGE FOR RETURN TO COUNTRY FLIGHTS (PAGE 16,8).*

MILITARY DEPORTATION FLIGHTS

In the 8 days between 24 January and 31 January the US Air Force carried out 8 deportations on C17 cargo aircraft. Of the 8, there were 4 to [Guatemala](#), 2 to [Honduras](#) (one coupled with Peru), 1 to [Ecuador](#) and 1 to [Peru](#). 4 flights departed from El Paso, 3 from Harlingen, TX, and 1

from Tucson. Based on press reports the total number of people removed is estimated at around 545, or 68 per deportation, about 60% of a traditional ICE Air flight that is configured for people rather than cargo.

Additionally, there were 2 aborted flights from San Diego to Colombia that were turned back while in flight because of President Petro's concerns over the conditions to which people were subjected. Subsequently Petro sent 3 Colombian Air Force flights, 1 to El Paso and 2 to San Diego, to return people. I have included these 3 flights as deportations for this report. Although some reports indicate Petro has agreed to additional military flights, the subsequent flight was on traditional ICE Air, so I am not sure.

To date, Mexico has not received a military deportation flight and there has been a curious change in traditional ICE Air deportations. For the 17 weeks prior to the inauguration there were 12 weeks with 4 flights (all on a single day) and 5 weeks with 5 in a week (all on a single day, typically Tuesday). The Tuesday after the inauguration there were no flights and only 3 later that week. The following week there was only 1 flight. Moreover, none of the military deportations have crossed Mexican air space, significantly expanding flight times. Mexico [said](#) they were never asked for permission.

There have also been 3 Coast Guard lateral flights between San Diego and Texas (2 Laredo and 1 Harlingen).

To put the 8 flights in context, there were 109 deportation flights in January, 65 before inauguration and 44 after inauguration, with 8 of the 44 military deportations. It is important to look at this on a relative basis per non-holiday weekday ("NHW"). In January, before the inauguration there were 5.0 deportation flights per NHW and following the inauguration 4.9, virtually the same despite 18% of the post-inauguration flights operated by military. It is also worth noting that deportation flights per NHW in June 2024 were 7.2, 32% higher than the post-inauguration period. In other words, it is not credible to say the use of the military cargo planes augmented capacity in any way.

For the month of January, deportation flights per NHW were 5.0, down from 6.0 in December and down from the prior 6-month average of 5.7. January at 5.0 is tied for the second lowest month out of the last 2 years with the lowest in May 2023 at 4.8. A post-inauguration at 4.9 per NHW again lends weight to the argument that no capacity was augmented by the use on military cargo planes.

That said, NONE OF US KNOW THE FUTURE and what increases may come, but as of NOW, the use of military aircraft is inessential, inefficient, and inhumane, in my view, and as supported by the facts above.

ICE AIR CONTRACT NOTES

I wanted to provide some notes on the ICE Air contract in the hopes that it may spark some curious people more expert in Government contracts to research this. ICE Air establishes contracts with an air charter broker who in turn provides charter aircraft through carriers they subcontract with. The air charter broker, Classic Air Charter, held a 5-year contract that included a 6-month extension that finally expired in June 2023. Because of bidder protests related to the new contract bidding process, ICE Air actually paused a week of flights as I reported in July 2023. ICE Air then established a 9-month task order with the broker CSI Aviation that expired in March 2024. In April another 6-month task order was initiated with CSI Aviation, which may have morphed into a long-term arrangement, extended monthly, based on the excerpt

below from the GlobalX second quarter earnings release, but it is unclear to me. It appears to me they are expending about \$35 million per month currently.

- Excerpt: GlobalX release for second quarter 2024 earnings.
- {GlobalX} Awarded a five-year contract, inclusive of option periods, to provide air operations charter services on behalf of U.S. Immigration and Customs Enforcement (“ICE”), as a subcontractor to CSI Aviation, INC (“CSI”) which has been selected as the prime contractor. GlobalX first began providing services to CSI under an emergency contract in September 2023. The new five-year contract is expected to generate approximately \$65 million in annualized revenue.

US Funded Panama Deportations

From the beginning of August 2024 through January Panama has operated 43 deportation flights; 29 to Colombia, 12 to Ecuador, 1 to India, and 1 to India/Vietnam. Panama reported that the deportation flights to Colombia on 7 and 20 August were funded by Panama. Deportations reportedly funded by the US started 24 August with 41 flights: 27 to Colombia, 12 to Ecuador, 1 to India, and 1 to India/Vietnam. In total, the 43 flights since August removed around 1,726 people; 1,065 to Colombia, 398 to Ecuador, 215 to India, and 48 people to Vietnam (Panama reporting has varied over time by + or -10).

It is important to note that the 1,726 people deported between 1 August and 31 December represents only 2.1% of the estimated [83,000 people crossing the Darién](#) in between 1 August and [31 January](#). Based on reporting by Panama the entries for August through December by month were 16,603 (536/day), 25,111 (837/day), 22,914 (739/day), 11,144 (371/day), and plummeted in December to [4,849 \(156/day\)](#), respectively. Based on mid-month reports January may drop even further to 2,400 (77/day).

The pacing beginning 20 August was about 2 deportations each week, and in October and November there were flights each Wednesday and Saturday to Colombia plus every other Thursday to Ecuador, except for a pause the first 10 days of November during the Independence Day celebrations. In December flights were on each Wednesday to Colombia and each Thursday to Ecuador pausing 19 December for the holidays presumably (perhaps also by the plummeting entries). **Deportations resumed with 4 between 15 January and 23 January, but no other since. It will be interesting to see what will happen after Secretary Rubio’s visit.**

The total estimated expense for the 43 flights is \$2.4 million based on some reporting by Panama (\$1,390 per person). The estimated cost borne by the US is about \$2.37 million, about 40% of the allocated \$6 million.

All flights, except the India/Vietnam flights, have been operated by Air Panama on regional Fokker planes with total capacity of 45-60. The India/Vietnam planes (capacity around 230) were chartered through OMNI Air, also an ICE Air “high risk” carrier, at a reported estimated cost of \$700,000 per flight.

Removal and Total Flights Per Weekday

Removal flights, on a per weekday basis decreased to 5.0 in January from 6.0 in December, and down from the prior 6-month average of 5.7. **January at 5.0 is tied for the second lowest month out of the last 2 years with the lowest in May 2023 at 4.8.** It should be noted that in December there were 10 long-range deportation stops on 4 routes on small jets with a total capacity for the 10 deportations of only around 65. If these 4 routes with 10 deportations were considered as only 1, the per weekday deportations would fall to 5.6 (page 14).

Total flights per weekday decreased from 30 in December to just 24 in January, 5 below the prior 6-month average. Total flights per weekday consistently hovered in the range of 30 to 32 for the prior 11 months, before falling to the 27-28 range September through December, with January meaningfully below that at 24. (page 16).

April 2020 through August 2021, deep in COVID, there were around 6-7 ICE Air charter planes operating per weekday. That jumped up to around 10 between August 2021 and February 2023, and up again to 11-12 per weekday between February 2023 and July 2023, before dropping back to around 8 - 10 per weekday August – December 2024, and even less in January to 7-8 (page 16).

Total flights per weekday were not unlike late-2021 and most of 2022, until the drop September through January. Removal flights per weekday were also similar until the trail off the prior 5 months to January (page 16).

The monthly progression of total flights per weekday from March 2023 through January 2025 is 33, 37, 32, 31, 28, 37, 33, 30, 28, 28, 30, 32, 30, 30, 32, 34, 30, 31, 28, 27, 28, 30 and 24, respectively.

Removal flights had generally settled in between an average of 6- 6.5 flights per weekday, until September. The monthly progression of removal flights per weekday from March 2023 through January 2025 is 6.3, 5.9, 4.8, 5.5, 5.0, 6.7, 6.0, 6.1, 6.7, 6.4, 6.2, 6.9, 6.3, 5.8, 6.6, 7.2, 6.3, 6.1, 5.0, 5.3, 5.4, 6.0, and 5.0, respectively. The May low of 4.8 reflects the transition from T42 to T8 and the low level of 5.0 in July 2023 reflects the contract expiration one week pause (pages 14, 16).

LAST 12 MONTHS Over the last 12 months there have been a likely 7,617 ICE Air flight legs as compared to 4,845 in 2020, a startling increase of 2,772 (57%) over 2020 and down 105 (1%) from full year 2024 (pages 27,38,41,44,47,50).

Of these flights, 1,543 were removal flights, an increase of 534 (53%) over the 1,009 in 2020, and 21 (13%) below full year 2024.

Shuffle flights, including lateral flights and those just moving people in the US to and between detention/deportation centers, were 3,903 over the last 12 months, a staggering increase of 1,678 (75%) over the 2,225 in 2020, and down 72 (2%) from full year 2024.

Total Flights in January of 534, utilized 15 different traditional ICE Air planes operated by 4 different charter carriers contracted by ICE Air's Air Charter broker CSI Aviation (GlobalX, Eastern Air Express, World Atlantic, OMNI). There were also 9 US Air/Coast Guard and 2-3 Colombian Air Force planes. **January was down significantly by 93 (15%) from December, below the prior 6-month average of 627 by 93 (15%) and below January 2024 by a meaningful 105 (16%).** GlobalX has been operating most of the flights (around 80%), with Eastern Air Express following (around 17%) (Page 27). **Removal related flights (removals, connections, and the related return flights) were down in January by 52 (17%), while domestic shuffle flights were down 41 (13%).**

In December Border Patrol encounters (between ports) at the southern border increased by 711 (2%) from 46,615 (1,553/day) to 47,326 (1,526/day), around 40% of May at 117,905 (3,800/day). Based on anecdotal reporting January encounters could drop to 30,000 – 32,000 (1,000/day), but no solid estimates have been circulated on levels.

Mexico is also continuing to restrain travel in Mexico on the la Bestia train, bus and plane travel checks and prohibitions, and road checkpoints. I do not see longitudinal flights from north to south anymore, so it seems buses from the north of Mexico to the south are the preferred mode of movement, combined with [increased apprehensions](#), some with “oficios de salida” notices to leave Mexico.

Mexico has not officially reported the number of apprehensions since August for some reason. However, there were recent news reports that in the 3rd quarter 2024 there were close to 500,000 apprehensions. That would put 2024 apprehensions at around 1.5 million based on the official reporting through August of 925,085. Despite apprehensions at these levels, there are relatively few deportations (16,474 August YTD) from Mexico (see “Mexico Return Operations” section) so it remains to be seen how long this “recirculation” of migrants longitudinally can be sustained, especially concentrated in the south with little prospects for work and shelter, and [accelerated risk of kidnapping and violence](#).

Removal Flights of 109 in January (including the 3 Colombia, AF flights) decreased by 18 (14%) from 127 in December. January was 15 (12%) below the prior 6-month average of 124, and 21 (16%) below January 2024 at 130 (pages 27,38,41,44,47,50).

It should be noted that in December there were 10 removals on 4 long-range small jet routes with a total capacity for the 10 of just 65.

The Northern Triangle countries of Guatemala (31), Honduras (24), and El Salvador (8) accounted for 58% of removal flights, up from 47% in December, to a more typical level. The drop in removal flights was influenced by a meaningful decrease in flights to Mexico of 10, from 24 to 14 (42%), and by a decrease in Africa and other long-distance flights of 11 (see Africa, China, and Other Long-Range Country Section on page 8).

The proportion of removal flights to South America was at 23%, up a bit from 17% in December. The proportion of flights to South America still remains below a T42-May 2023 of 32% (pages xx,xx).

We don’t know January encounters, but based on December encounters **people from Northern Triangle countries experienced a return rate (returns in current month / encounters the prior month) of about 34% of prior month encounters compared to those of South American countries of 25% for countries that accept returns (excludes Venezuela). This gap has been narrowing.**

In December the US returned to Guatemala an estimated 38% of prior month encounters, down from an elevated 53% in December but down from a high in October at 66%. Estimated returns to prior month encounters for Honduras were 30%, about the same as December, and returns to El Salvador were 31%, up 26% in December.

In January the US estimated returns to prior month encounters for Ecuador, Colombia, Peru, and Brazil were 33%, 23%, 14%, and 20%, respectively.

Notably, in 2024, the US returned 6,378 (12%) MORE people to Guatemala than the same period in 2023, while returning an estimated 6,140 (14%) LESS people to Honduras YTD.

Of the decrease in removal flights of 18 from December to January, Mexico was down 10 (24 to 14), Africa down 7 (7 to 0), Guatemala down 2 (33 to 31), Africa down 7 (7 to 0). Other long-range down 3 (4 to 1), Haiti down 2 (2 to 0), and Dominican down 2 (4 to 2). Offsetting these decreases Honduras was up 4 (20 to 24), Colombia was up 2 (10 to 12), El Salvador up 1 (7 to 8), and Peru up 1 (1 to 2). (pages 28,29).

It should be noted that in December all 7 Africa flights and 3 of the 4 other long-range were on 3 routes on a small jet with a maximum capacity of only 16-18.

Please see Country Detail Section below for more details

Lateral Flights remained at 17 in January, the same as December, but with 3 operated by the Coast Guard between San Diego and Texas, 2 to Laredo and 1 to Harlingen. January was 4 (20%) below the prior 6-month average and 20 (54%) below January 2024.

Since lateral flights began in March 2021, laterals have only been below 20 in 7 months, including January.

As Border Patrol encounters reached a sustained lower level below 50,000 over the last 3 months lateral flights have declined with 26, 23, 25, 23, 14, 17, and 17 in July through January, respectively (page 19). The pace was relatively even through each trimester of the month.

In December laterals originated in San Diego with 11 (up 3 from December with 3 Coast Guard flights), Tucson with 3 (down 2 from December), and El Paso with 3 (down 1 from December). Harlingen received 9 lateral flights and Laredo 8, similar to December.

Laterals, both flights and buses, seem to be used much less now for decompression, and more for the related purpose of moving specific nationalities who have already been through processing to specific locations to stage for deportation flights. However, it appears ICE Air is adjusting to reduce lateral flights for staging and operate departures more proximate to encounters.

In addition to these lateral flights there are lateral buses into which there is no visibility, however we understand buses were used for removal flight staging as well, especially in the Texas sectors.

Shuffle flights of 273 dropped 41 (13%) and were 51 (16%) below the prior 6-month average and were significantly below January 2024 by 72 (21%) (page 27). No doubt the reduction in shuffle flights is the result of both lower encounters and perhaps quicker removals by Border Patrol.

People in detention decreased by 1,297 (2.4%) from 14 December at 38,406 to 11 January (the latest date reported) at 39,703.

Country Detail

Venezuela — A new chapter begins – maybe – [according to the WH](#) Maduro has now agreed to accept deportations and to provide their own planes, which would mean the use of Conviasa, the Venezuelan state airline, which is (was) currently prohibited from operating in the US because of sanctions. We will see what develops and what changes in sanctions we might see, as well if there is a reversal in [who is recognized by the US](#) as the rightful President of Venezuela, now Edmundo González.

Flights were suspended all of February 2024 and have not resumed. Flights paused the last week of January after 4 flights in January, down from 5 in December (pages 28,39). The suspension followed an announcement by the US that some sanctions would be reinstated if Venezuela did not agree to allow candidates from the Unitary Party, including presidential candidates, to compete in this year's elections. Initially Venezuela's Vice President Rodriguez announced flights would stop on 13 February unless the ultimatum was withdrawn, however they were suspended immediately.

If the US softens sanctions and provides Maduro a financial lifeline to remain the illegitimate leader of Venezuela, one has to wonder if that will change the long-term prospects for increased emigration of Venezuelans.

In November irregular entries into Panama of Venezuelans plummeted from 19,522 in October to 8,901 in November and in December to 2,992 and based on preliminary total numbers for January it could be that entries of Venezuelans could fall to 1,800.

Moreover, the numbers from Honduras are a bit hard to discern lately, but it appears that irregular entries of Venezuelans fell from 10,372 in November to just 3,849 in December, a drop consistent with the Darién figures.

The most removal flights Venezuela ever accepted was 1 flight per week. There was a total of 15 deportation flights to Venezuela after they resumed in October 2023, deporting an estimated 1,800 people, just 1% of the encounters for the 4 months of October – January of 144,364.

Guatemala flights decreased by 2 (6%) from 33 to 31 in January, after averaging 47 flights per month as recently as the 2nd quarter 2024. The 31 removals flights were 5 (13%) below the prior 6-month average, and significantly below January 2024 by 22 (42%), when prior month encounters were 26,368 (75%) higher (page 28). 4 of the removal flights were operated by the military. Encounters of Guatemalans in December increased 1,019 (13%) to 8,983, a bit higher than the prior-4 months which ranged from 6,957 to 7,931.

ICE Air returned an estimated 3,425 Guatemalans in January down by 776 (18%) from December and down by 2,999 (47%) from January 2024.

Based on December encounters, returns in January represented 38%, down from 53% in December as flights decreased (and military planes have only 60% of the capacity of traditional) and encounters rose. The return rate still exceeded the 2023 and early 2024 historical rate range of 25% - 30%, again illustrating the impact of a lower rate of decrease in removal flights relative to the rate of the drop in encounters.

In January, Mexico operated 0 deportation flights to Guatemala for the second month in a row, 3 below November when 296 people were returned by air (page 23). This was the second month since October 2023 with no removal flights.

Mexico returned an estimated 550 Guatemalans by land at Tecún Úman based on recent history, below December by 8 (2%). The combination of these 3 return pathways from Mexico and the US was 3,975 (14% by Mexico), compared to 9,201 (30% by Mexico) in January 2024, down 5,226 (57%). On a year-to-date December 2024 basis, total returns of 3,975 is lower than the same period last year by 5,226 (57%).

Honduras flights increased by 4 (20%) from 20 to 24 in January and were 1 (4%) above the prior 6-month average, but 13 (35%) below January 2024 (page 28) as encounters plummeted 12,411 (59%) from December 2023 at 20,949 to 8,538 in December 2024. The military operated 2 of the flights, 1 as a combination deportation to Peru.

Encounters of Hondurans increased by 917 (12%) in December from 7,621 to 8,538, a bit higher than the prior 4-month that ranged from 6,797 to 7,621.

The US returned an estimated 2,650 by air in January, up from 2,300 in December. I want to note I am now using IOM reporting (a month lag at least) rather than Honduras Migration data because it seems to be inaccurate.

Returns based on December encounters are estimated at 31% of November encounters, about the same as late month.

Mexico operated 1 deportation flight to Honduras in January, up from 0 in December, but down from 4 flights in November. An estimated 500 people were returned by land from Mexico based on recent months, down from 600 in December, but this is a very rough estimate.

Mexico and the US returned a total of an estimated 3,240 Hondurans in January of which 18% were returned by Mexico, up 340 (12%) from December but down a meaningful 1,574 (33%) from January 2024. Year-to-date January estimated total returns are down an estimated 1,574 (33%) from 4,814 to 3,240 for year-to-date 2024 and 2025, respectively.

Mexico return flights by ICE Air plummeted by 10 (42%) to 14 in January from 24 in December under the PRIM (Procedure for the Repatriation to the Interior of Mexico) program (pages 28,29). December was abnormally high because of the number of Tuesdays; the day 5 flights had been operating. That said, January was low as the 5 per week pattern broke the week on Inauguration with only 3 and then the subsequent week with just 1.

For the 17 prior weeks there were 12 weeks with 4 flights on a specific day and 5 weeks with 5 flights on a specific day, so it was a significant change to drop to 3 in a week and then just 1, with no explanation. Could it be wrapped up in the migration discussions with Mexico?

The 14 flights were 3 (18%) below the prior 6-month average and 13 over January 2024 when there was 1 flight. ICE Air restarted flights to Mexico at the end of January with 1 followed by 10, 12, 13, 18, 14, 16, 13, 13, 20, 16, 24, and 14 in the months of February through January.

Mexico has not updated their return reporting since November, but unless the per plane information changed there would have been about 1,700 Mexican nationals returned in January by air, down about 1,200 (41%) from the December estimate.

Based on the latest reporting through November, for the year through November a total of 190,491 Mexican Nationals had been returned by the US with 18,168 by air and 172,323 by land through 11 designated return points on the border.

Of the 14 removal flights, 6 departed from El Paso, 5 from Harlingen, and 3 from Yuma.

Colombia flights increased by 2 (20%) from 10 in November to 12 in January and were 1 (4%) above the prior 6-month average, and 6 (100%) over January 2024 (page 28). **The 12 flights INCLUDE the 3 Colombian Air Force planes** President Petro sent to the US to bring back people that were on the 2 aborted US military deportations he rejected.

It is estimated that returns in December represented about 23% of December encounters, about the same as December, as encounters increased in December by 1,176 (25%) from 4,709 to 5,885, and flights increased.

Ecuador flights remained at 9 in January which was 2 (14%) below the prior 6-month average and 4 (80%) over January 2025. One of the flights was a military deportation. Flights per month for Ecuador have been quite erratic since March but have stabilized the last few months with a progression of 6, 11, 17, 12, 18, 12, 8, 9, 7, 9, and 9 (page 28). The decline in flights could be related to encounters plunging from 15,829 in March to 2,661 in November, the lowest month since April 2022, before increasing in December to 3,177.

Flights per month for the 4 months prior to the end of T42 averaged 25 per month, meaningfully above post t-42.

Estimated returns in December represented 33% of prior-month encounters, down from 41% in December as encounters increased 516 (19%) while flights remained the same.

El Salvador flights increased by 1 (14%) to 8 in January from 7 in December and were 1 (13%) below the prior 6-month average and 3 (27%) below January 2024 (page 28).

In December, encounters of Salvadorans decreased by 137 (4%) to 2,968. Encounters the last 4 months have been in a relatively tight range of 2,758-3,120. The estimated number of Salvadorans returned of 920 represents 31% of December encounters, up from 26% in December.

Peru flights increased by 1 in January, which is the same as the prior 6-month average and January 2025. Of these 2 flights, one was a military deportation that was coupled with one to Honduras removing only a reported 34 people. Over the past 4 months flights have bounced around between 1 and 2 per month. (page 28).

Encounters of Peruvians increased by 310 (40%) from 767 to 1,077 in December. Returns in January are estimated at 14% of December encounters, down slightly from 18% in December.

Dominican Republic flights dropped to a more typical level of 2 from 4 in December, 1 (50%) below the prior 6-month average and the same as January 2024. The Dominican had broken out of a pattern of 2 per month that existed each of the 12 months up to August. Then September increased to 3 and October, November, and December to 4, one each week. November was 1 (41%) over the prior 6-month average and 2 (100%) over December 2023 (page 28).

Brazil flights remained unchanged at 2 for the 4th straight month, breaking a pattern as there was 1 flight per month the 11 months before August (page 28), the same as the prior 6-month average and January 2024. Encounters of Brazilians in December were up 80 (9%) to 966. Returns in January are estimated at about 18% of December encounters, about the same as the prior month.

The second flight this month stopped in Manaus, Brazil as it always does for fuel. [It was reported](#) that there were some mechanical issues and no ventilation so when they finally allowed the passengers to leave the plane, shackled as normal, the Federal Police took issue with having their 88 citizens shackled on Brazil territory and took custody, fed them and transported them to their destination at Belo Horizonte.

Cuba flights have remained at 1 per month since restarting 22 months ago on April 24, 2023, after a pause since December 2020 (page 28). The pattern now is well-established for 1 flight per month, generally toward the last week of the month.

There have generally been fewer than 50 people on a flight and in November [only 47 people were returned](#). Based on reporting by the Government of Cuba [only 1,026 people have been returned on the 22 flights](#) (9 in 2023 and 12 in 2024 and 1 in 2025) since resumption, an average of only 47 people per flight.

Haiti received no flights in January after 2 flights in December and none in November. In 2024 there were a total of 9 flights in 2024, 6 to Cap-Haitien and 3 to Port-au-Prince (pages 24,28,39).

It should also be noted that [many other countries](#) including the Dominican, Bahamas, Turks and Caicos, continue to return Haitians. According to [IOM reports](#) and press reports below it appears that over 233,000 people have been forcibly returned to Haiti in 2024. [Over 70,000 from the Dominican](#) since October.

It is estimated that around 640 people have been returned by air by the US since December 2023.

Over the last 12 months, [only 564 Haitians have been encountered between southern ports](#). The vast majority of encounters of Haitians have been at ports over the last 12 months at 77,557 and have been related primarily to CBP One appointments.

Under Biden there were 299 flights removed an estimated 27,828 Haitians, 1 in every 420 people in Haiti. Since the mass return beginning 19 September 2021 an estimated 25,729 Haitians have been returned on 262 flights.

Africa, China, and Other Long-Range Countries There were NO deportations to Africa in January following December with 4 flight routes on small jets (14-16 passenger capacity) with stops in Egypt, Nigeria, Chad, Nepal, Turkmenistan, Kenya, Zambia, Angola, DR Congo, and Cameroon in December.

There was another large OMNI Air jet deportation to China in January (pages 28,29).

The flight to China was the fifth large jet flight to China since renewing removal flights to China in March with a small jet flight. A large jet followed in June, October, November, December, and January with Newsweek [reporting](#) the return of 14, 116, 131 [and 109 people](#) on the 4 flights totaling 370 people. It is unknown how many people were returned on the 5th and 6th flight but assuming 130 people that would be a total of around 630 people returned from the US to China in 2024 and so far in 2025.

Other Removal Destinations were Nicaragua (2) and Jamaica (1), both within generally normal patterns (page 28,29).

Mexico Operated Removal flights were 1 in January, up from 0 in December (page 23). In the 14 months from August 2024 through January 2025 deportation flights by Mexico averaged 4.2 per month and ranged from 0 to 7 each of those months, **but for the 6 months prior to April 2023 deportations averaged 24 per month, far exceeding the current activity.**

It will be interesting to see if deportation flights, which have been carried out on military planes the last 6 months, resume at higher levels in 2025. I am skeptical that their deportation flights will reach the pre-April 2023 levels noted above. The [Mexico Supreme Court ruling in March 2023](#) that

migrants cannot be detained more than 36 hours seems to be a key factor in the drop in the number and destinations of deportation flights from the levels of pre-April 2023. Many countries require more lead time than that to accept deportation flights because of the operational considerations of manifest reviews and individual travel permissions.

A continuing monumental question is how long Mexico can continue the recirculation of migrants in Mexico. According to GoM reporting through August (last official update) and press reports Mexico detained around 1.5 million migrants in 2024, and at the same time deported only 16,474 in the first 8 months that are available. Just how long this will be sustainable, is a critical question.

This question is made even more hazy following the announcement of the 25% tariffs levied by the US and then cancelled on 3 February.

JANUARY FLIGHT SUMMARY

In January, there were 534 likely ICE Air flights, down 93 (15%) from December. January was also down 105 (16%) from the same month of 2023. Removal flights of 109 were down 18 (14%) from December. Domestic shuffle flights decreased by 51 (16%).

- - 109 removal flights, with 106 return flights, to 13 different countries in Latin America, the Caribbean, South America, and China.
- - 46 domestic flights connecting directly to removal flights.
- - 273 domestic shuffle flights between deportation locations.
- - 319 domestic flights (connections and shuffle flights).
- - Since January 2020 there have been 35,258 ICE Air flights, of which 6,629 have been removal flights.

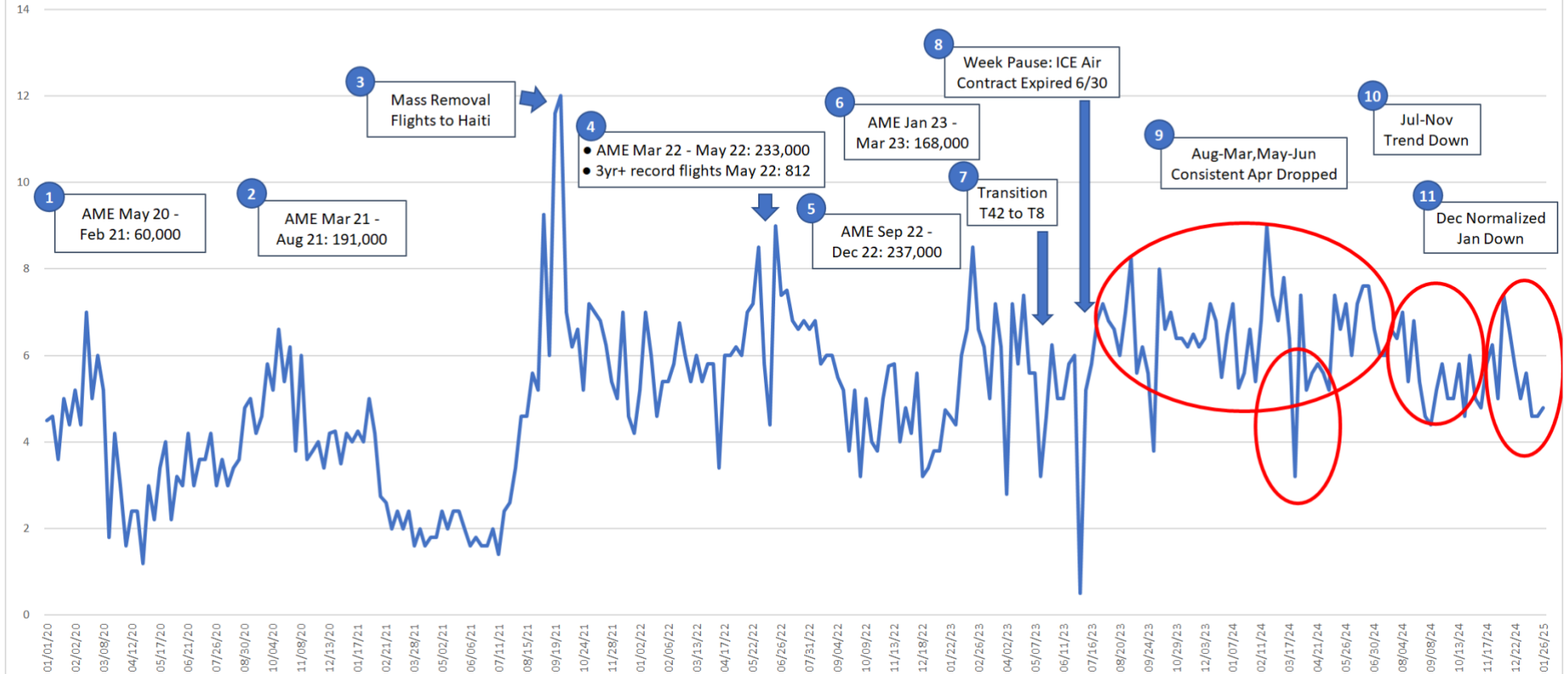
Last 12 Months – 7,617 likely total flights

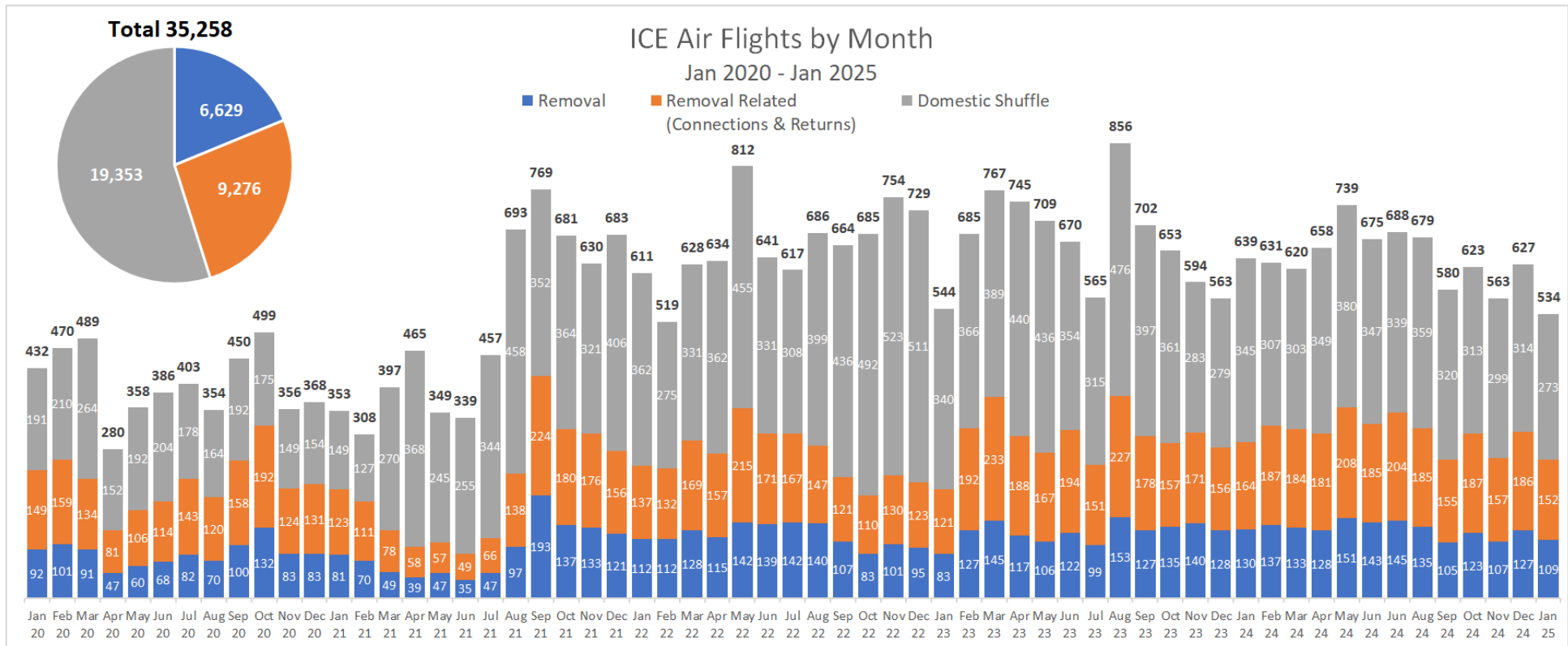
- - 1,543 removal flights, with 1,494 return flights, to at least 40 countries in Latin America, Europe, the Caribbean, Africa, Southeast Asia, Central Asia, Asia, India, the Caucasus, China, and Eastern Europe.
- - 677 domestic flights connecting directly to removal flights.
- - 3,903 domestic shuffle flights between removal locations.
- - 4,580 domestic flights (connections and shuffle flights).

- 49% of flights were return related (removal, return and connections) and 51% were domestic shuffle.

Non-Holiday Weekday Removal Flights per Day

AME = Average Monthly Encounters
weekly average per non-holiday weekday



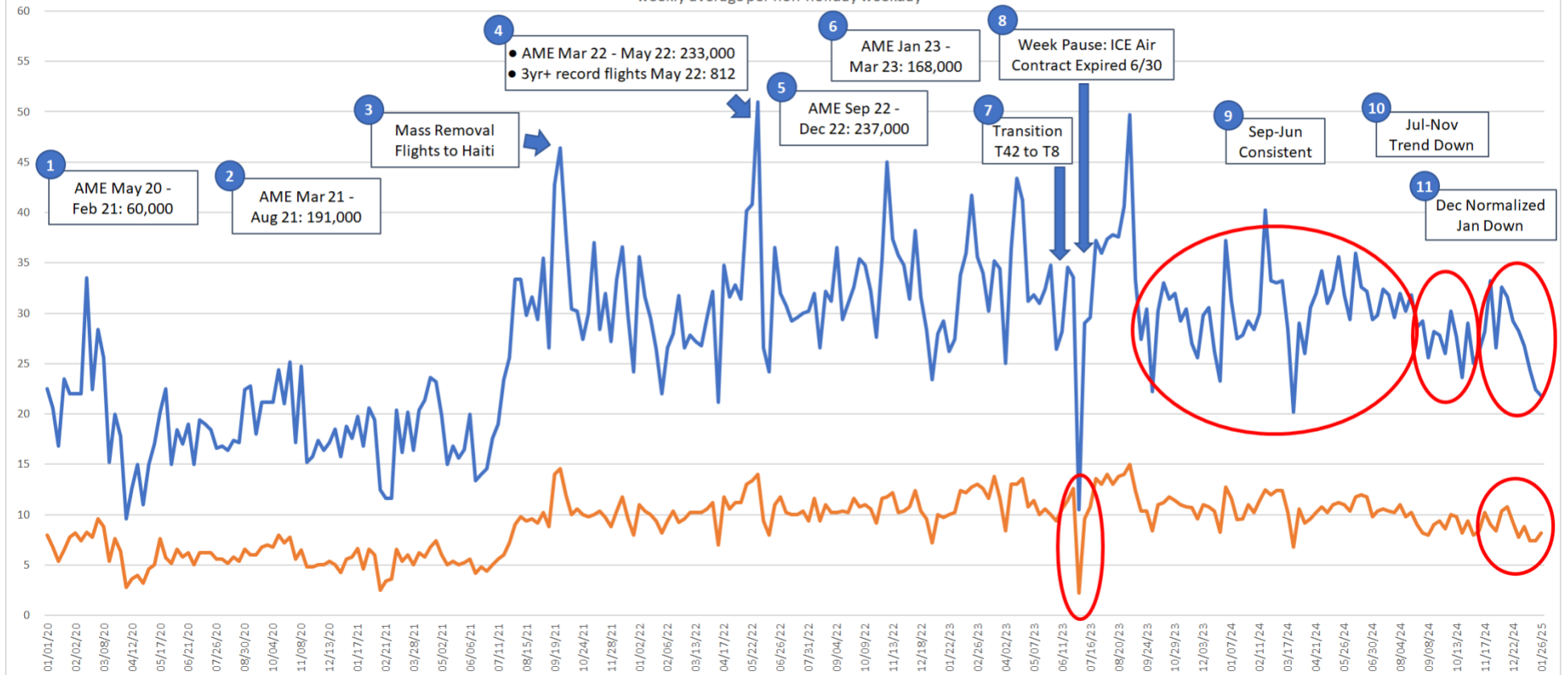


Non-Holiday Weekday Flights and Planes per Day

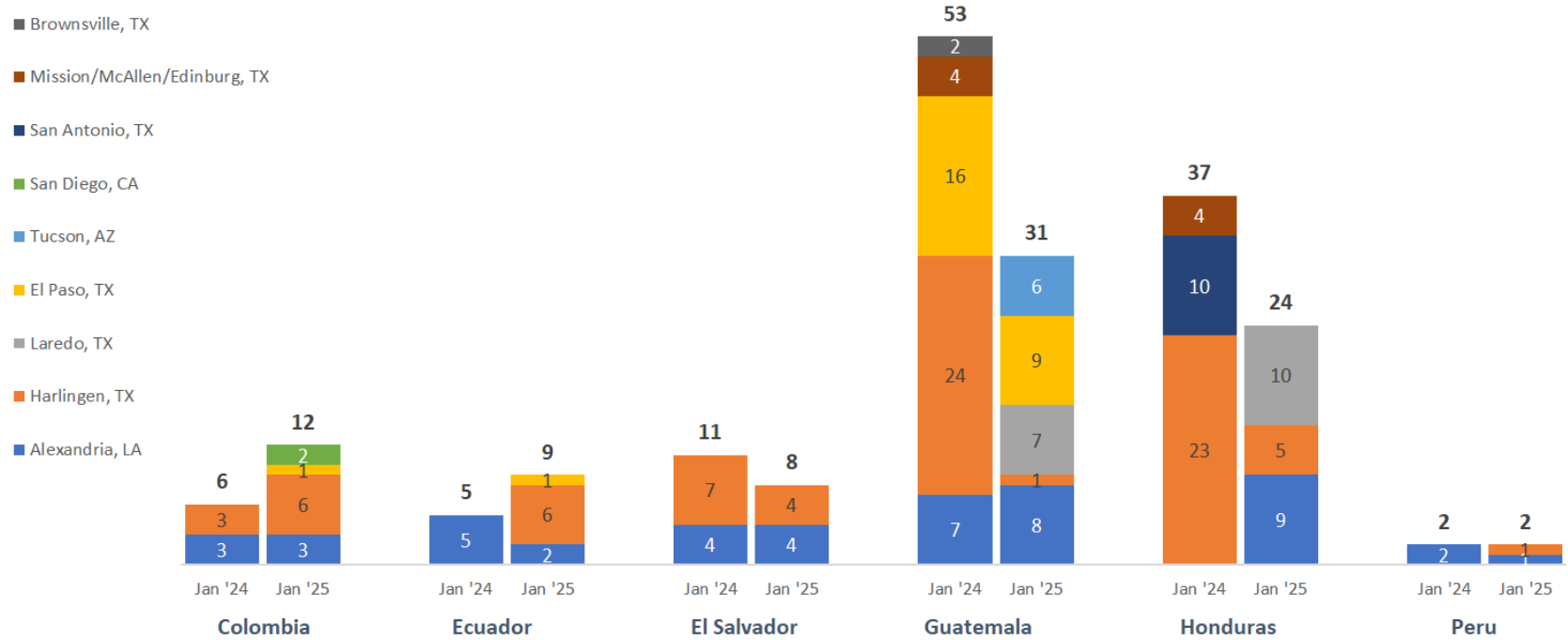
AME = Average Monthly Encounters

— Total Flights — Unique Planes

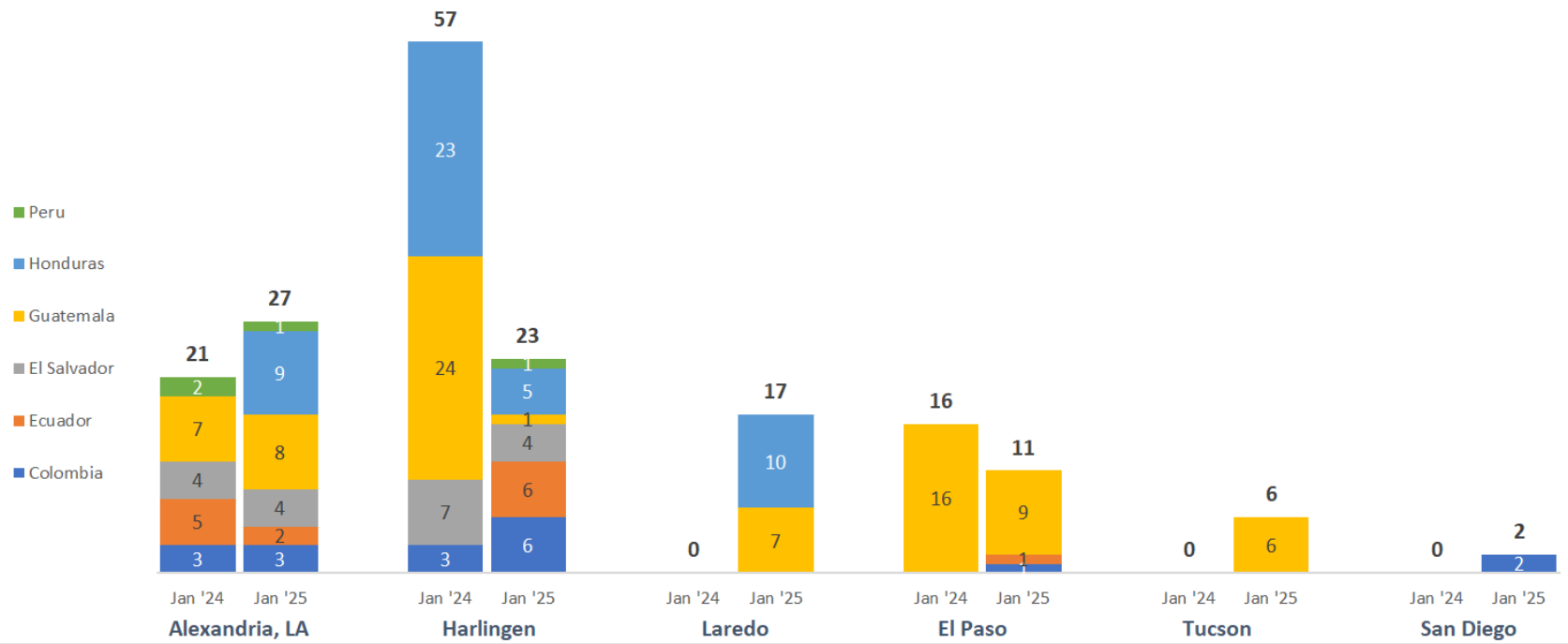
weekly average per non-holiday weekday



Departure Cites for Select Removal Arrival Destinations January 2024 and 2025



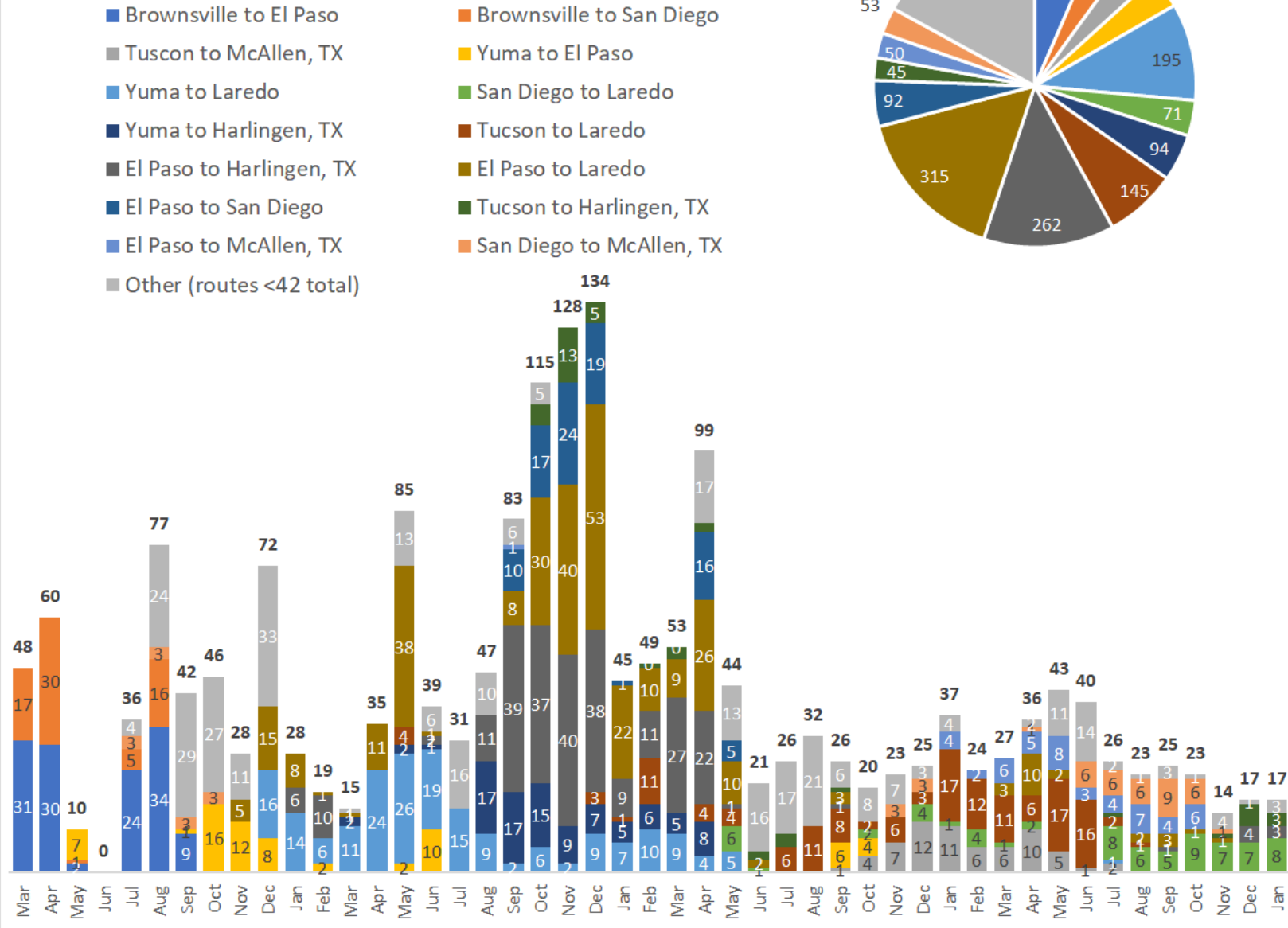
Removal Destination by Select Departure Cities
January 2024 and 2025



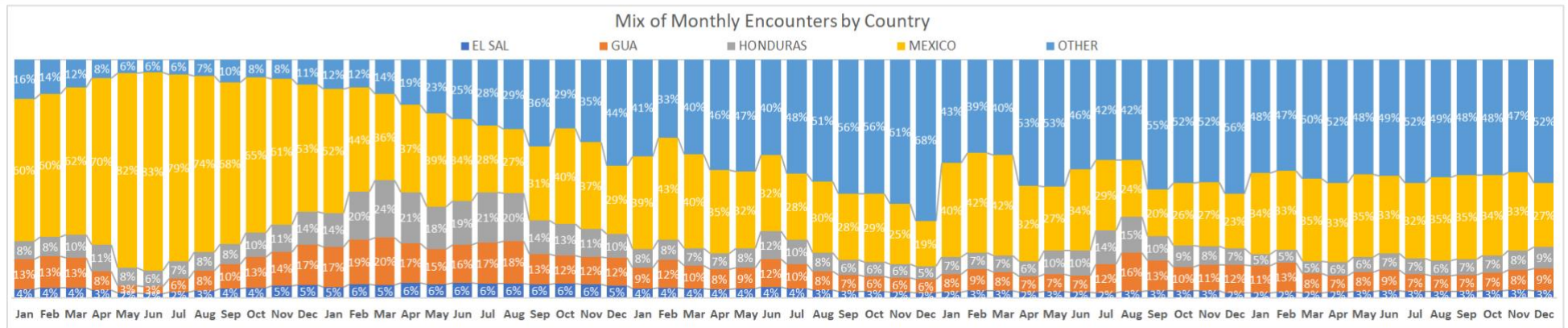
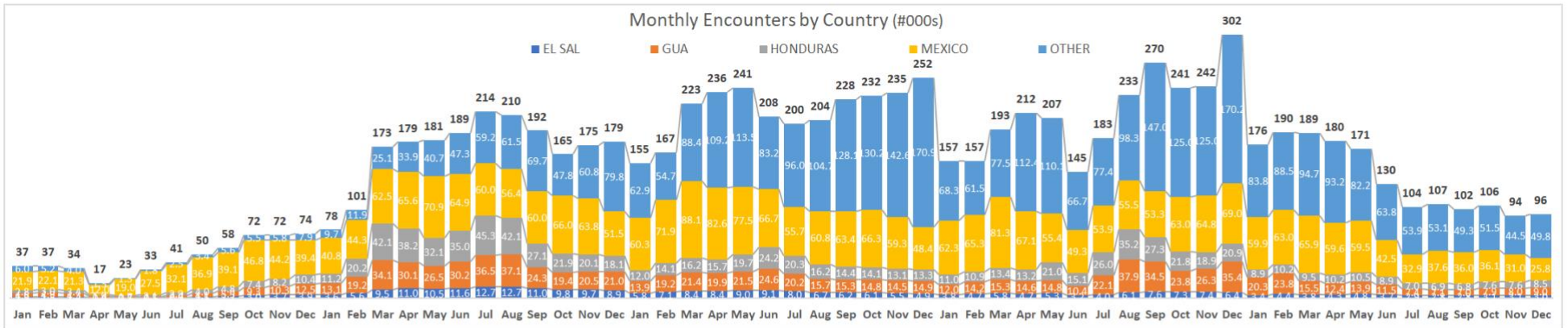
Lateral Flights

Started March 8th, 2021

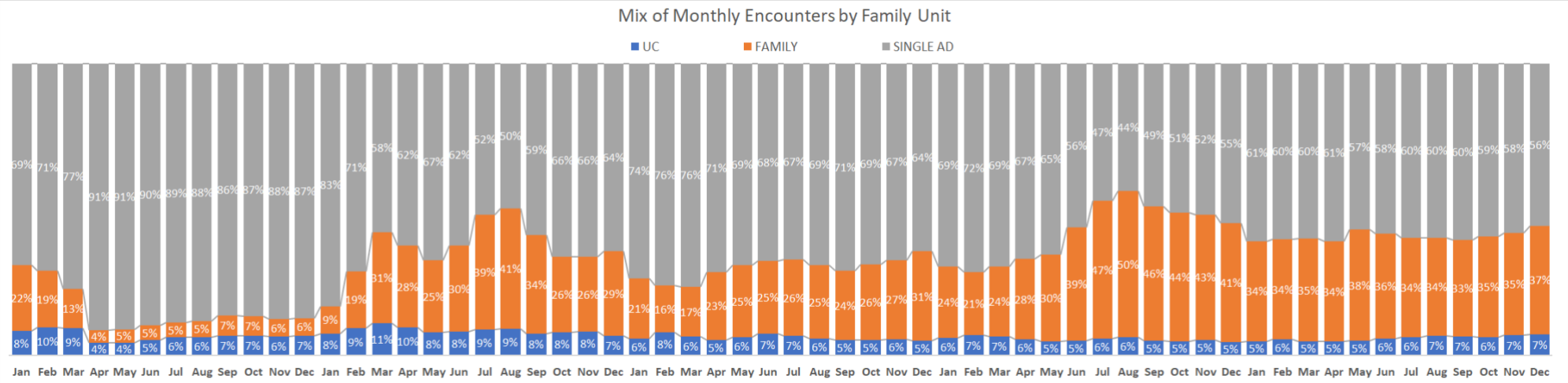
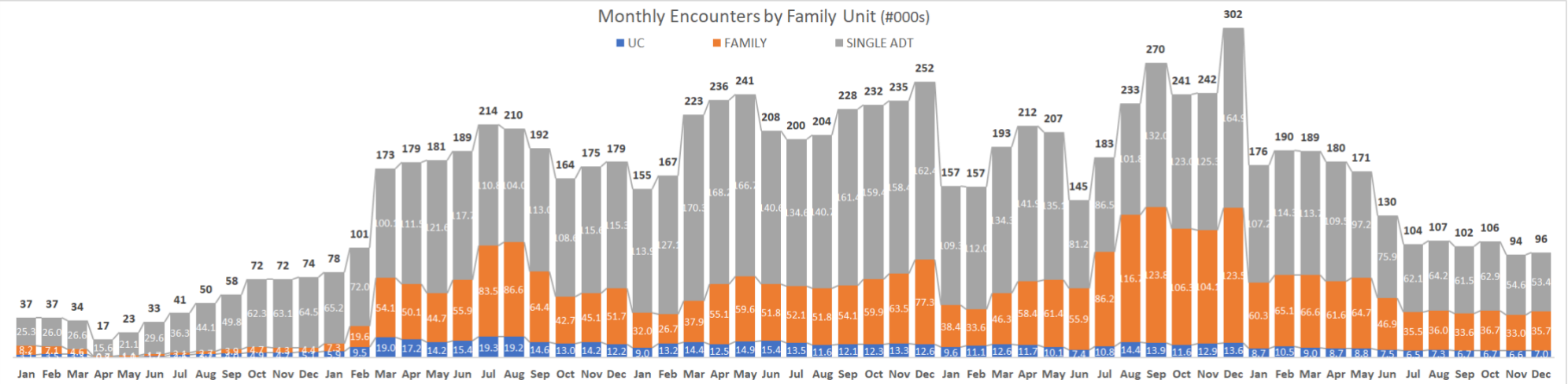
Total 1,993



Excludes Return Legs



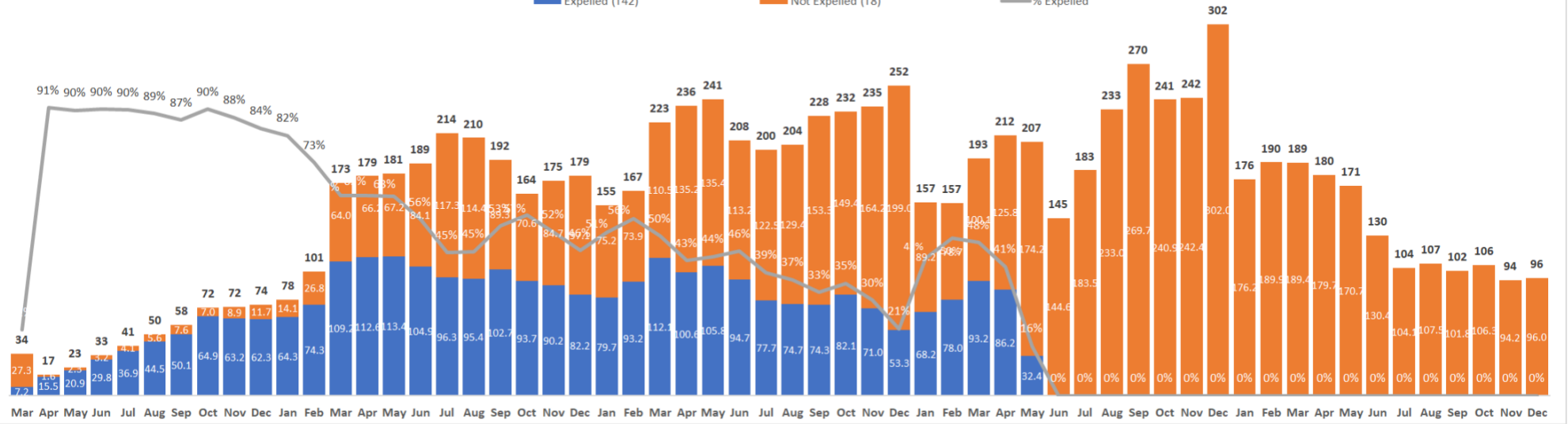
Customs and Border Patrol Encounters at the Southern Border.



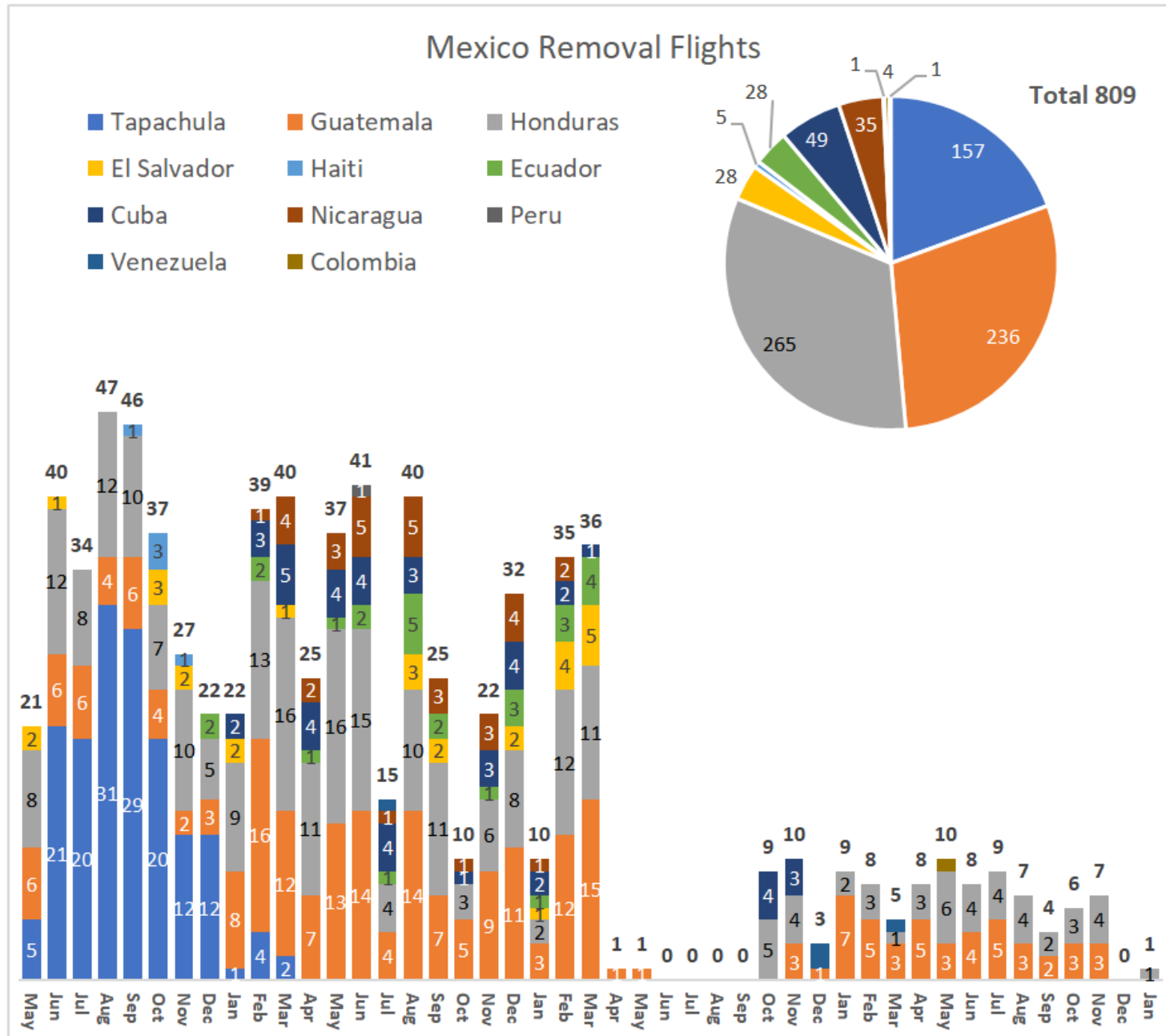
Customs and Border Patrol Encounters at the Southern Border.

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

Expelled (T42) Not Expelled (T8) % Expelled



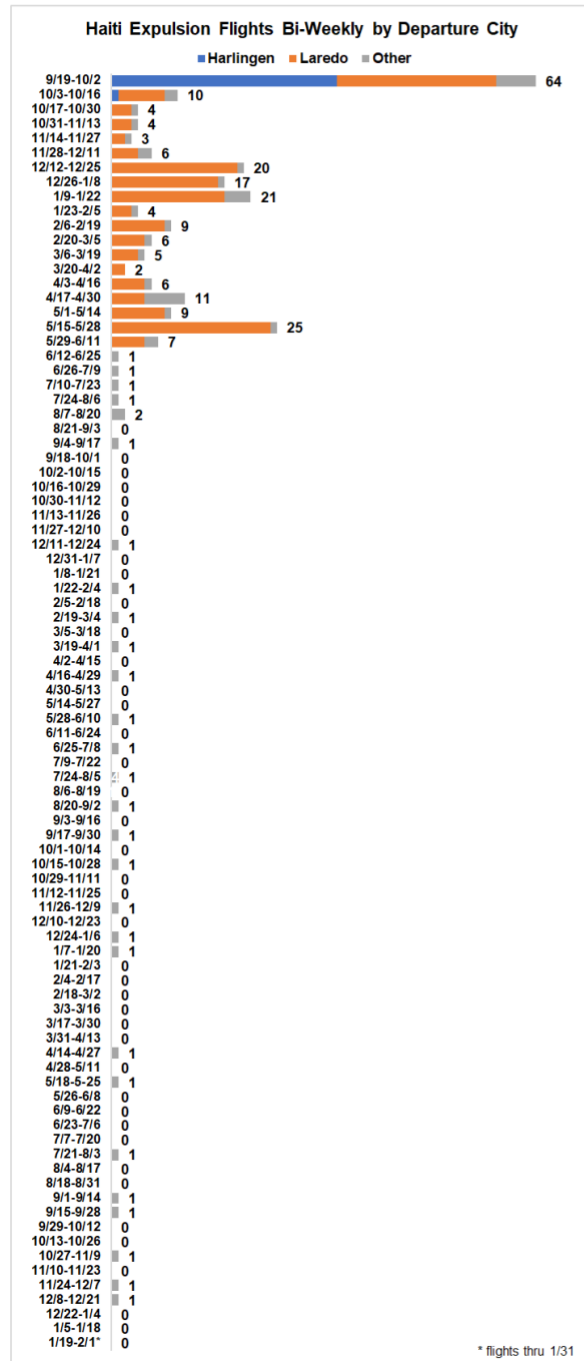
Customs and Border Patrol Encounters at the Southern Border.



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

ICE Air Expulsion Flights to Haiti

Sept 19th 2021 through Jan 31st 2025



Departure and Arrival Cities

	Flights To		Total	% of Total
	Port-au-Prince, Haiti	Cap-Haitien, Haiti		
Laredo, TX	148	16	164	63%
Harlingen/San Benito, TX	28	7	35	13%
Alexandria, LA	31	1	32	12%
Miami, FL	9	5	14	5%
San Antonio, TX	4	0	4	2%
Guantanamo Bay, Cuba	3	0	3	1%
El Paso, TX	3	0	3	1%
Kingston, Jamaica	2	1	3	1%
Brownsville, TX	0	2	2	1%
Santo Domingo, Dominican	2	0	2	1%
Total	230	32	262	100%
% of Total	88%	12%	100%	

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

	People To		Total	% of Total
	Port-au-Prince, Haiti	Cap-Haitien, Haiti		
Laredo, TX	15,092	1,632	16,724	65%
Harlingen/San Benito, TX	2,855	714	3,569	14%
Alexandria, LA	2,634	102	2,736	11%
Miami, FL	753	327	1,080	4%
San Antonio, TX	408	0	408	2%
Guantanamo Bay, Cuba	306	0	306	1%
El Paso, TX	306	0	306	1%
Brownsville, TX	0	204	204	1%
Santo Domingo, Dominican	204	0	204	1%
Kingston, Jamaica	142	50	192	1%
Total	22,701	3,028	25,729	100%
% of Total	88%	12%	100%	

TRACKING ICE AIR

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

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

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

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

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

OUT OF SCOPE

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

FLIGHT CATEGORIZATION

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

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

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

Total ICE Air Flights YTD 2025 – Removal and Domestic

														Year To Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
																		H/(L)	% H/(L)	H/(L)	% H/(L)		
																		Prior 6 mth Avg	% Prior 6 mth Avg	Prior Yr	% Prior Yr		
Flight Category		Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Rolling 12 months									
1	Removal	137	133	128	151	143	145	135	105	123	107	127	109	109	20%	1,543	20%	(18)	(14%)	(15)	(12%)	(21)	(16%)
2	Removal Connection	53	55	57	60	51	60	60	53	65	51	66	46	46	9%	677	9%	(20)	(30%)	(13)	(22%)	9	24%
3	Removal	190	188	185	211	194	205	195	158	188	158	193	155	155	29%	2,220	29%	(38)	(20%)	(28)	(15%)	(12)	(7%)
4	Removal Return	134	129	124	148	134	144	125	102	122	106	120	106	106	20%	1,494	20%	(14)	(12%)	(14)	(12%)	(21)	(17%)
5	Total Removal Related	324	317	309	359	328	349	320	260	310	264	313	261	261	49%	3,714	49%	(52)	(17%)	(42)	(14%)	(33)	(11%)
6	Domestic Shuffle	307	303	349	380	347	339	359	320	313	299	314	273	273	51%	3,903	51%	(41)	(13%)	(51)	(16%)	(72)	(21%)
7	Total Flights	631	620	658	739	675	688	679	580	623	563	627	534	534	100%	7,617	100%	(93)	(15%)	(93)	(15%)	(105)	(16%)
8	Total Domestic (Remove Connect + Shuffle)	360	358	406	440	398	399	419	373	378	350	380	319	319	60%	4,580	60%	(61)	(16%)	(64)	(17%)	(63)	(16%)
9	# Week Days (non-Holiday)	20	21	22	23	20	23	22	21	23	20	21	22	22		258		1	5%	0	2%	1	5%

ICE Air Removal Destination Cities YTD 2025 (1 of 2)

		Rolling 12 months												Year to Date	% of Flights	Last 12 Months		Current Month		Current Month		Year to Date	
Removal Destination		Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan					H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg	Prior Yr Ytd	Prior Yr Ytd
1	Guatemala City, Guat	58	51	42	47	44	46	37	30	37	30	33	31	31	28%	486	31%	(2)	(6%)	(5)	(13%)	(22)	(42%)
2	Honduras	29	27	29	29	30	24	29	22	20	23	20	24	24	22%	306	20%	4	20%	1	4%	(13)	(35%)
3	Mexico City, Mexico	2	4	13	18	14	16	13	13	20	16	24	14	14	13%	167	11%	(10)	(42%)	(3)	(18%)	14	n/a
4	Colombia	7	12	9	12	11	17	15	10	9	8	10	12	12	11%	132	9%	2	20%	1	4%	6	100%
5	Ecuador	4	6	11	17	12	18	12	8	9	7	9	9	9	8%	122	8%	0	0%	(2)	(14%)	4	80%
6	San Salvador, El Salv	12	10	10	13	8	12	8	8	11	9	7	8	8	7%	116	8%	1	14%	(1)	(13%)	(3)	(27%)
7	Santo Domingo, DR	2	2	2	2	2	2	2	3	4	4	4	2	2	2%	31	2%	(2)	(50%)	(1)	(37%)	0	0%
8	Managua, Nicaragua	2	2	2	3	2	2	2	2	3	2	2	2	2	2%	26	2%	0	0%	(0)	(8%)	0	0%
9	Brazil	1	1	1	1	1	1	2	1	2	2	2	2	2	2%	17	1%	0	0%	0	20%	1	100%
10	Callao, Peru	3	1	3	3	4	3	2	1	2	1	1	2	2	2%	26	2%	1	100%	0	20%	0	0%
11	Kingston, Jamaica	1	1	1	1	1	1	1	1	1	1	1	1	1	1%	12	1%	0	0%	0	0%	0	0%
12	Cuba	1	1	1	1	1	1	1	1	1	1	1	1	1	1%	12	1%	0	0%	0	0%	0	0%
13	Fuzhou, China	0	0	0	0	0	0	0	0	0	0	0	1	1	1%	1	0%	1	n/a	1	n/a	1	n/a
14	Port-au-Prince, Haiti	0	0	0	0	0	0	0	1	1	0	0	0	0	0%	2	0%	0	n/a	(0)	(100%)	(1)	(100%)
15	Villahermosa, Mexico	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
16	Guadalajara, Mexico	4	4	0	0	0	0	0	0	0	0	0	0	0	0%	8	1%	0	n/a	0	n/a	0	n/a
17	Tapachula, Mexico	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
18	Morelia, Mexico	4	4	0	0	0	0	0	0	0	0	0	0	0	0%	8	1%	0	n/a	0	n/a	(1)	(100%)
19	Queretaro, Mexico	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
20	Cap-Haitien, Haiti	0	0	1	1	0	1	0	1	0	0	2	0	0	0%	6	0%	(2)	(100%)	(1)	(100%)	0	n/a

Continued on Next Page

ICE Air Removal Destination Cities YTD 2025 (2 of 2)

	Removal Destination	Rolling 12 months												Year to		Last 12		Current Month		Current Month		Year to Date	
		Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	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
21	Puebla, Mexico	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
22	Liberia	0	0	0	0	0	0	1	1	0	1	0	0	0	0%	3	0%	0	n/a	(1)	(100%)	0	n/a
23	Maiquetia, Venezuela	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(4)	(100%)
24	Mauritania	0	0	0	0	1	0	1	1	0	1	0	0	0	0%	4	0%	0	n/a	(1)	(100%)	(1)	(100%)
25	Kenya	0	0	0	1	0	0	0	0	0	0	1	0	0	0%	2	0%	(1)	(100%)	(0)	(100%)	0	n/a
26	Senegal	1	0	0	0	1	0	1	0	0	0	0	0	0	0%	3	0%	0	n/a	(0)	(100%)	0	n/a
27	Nigeria	1	0	0	0	0	0	0	0	0	0	1	0	0	0%	2	0%	(1)	(100%)	(0)	(100%)	0	n/a
28	Dem Rep of Congo	0	0	0	0	0	0	1	0	0	0	1	0	0	0%	2	0%	(1)	(100%)	(0)	(100%)	0	n/a
29	Angola	0	0	0	0	1	0	0	0	0	0	1	0	0	0%	2	0%	(1)	(100%)	(0)	(100%)	0	n/a
30	Other	5	7	3	2	10	1	7	1	3	1	7	0	0	0%	47	3%	(7)	(100%)	(3)	(100%)	(2)	(100%)
31	Total	137	133	128	151	143	145	135	105	123	107	127	109	109	100%	1,543	100%	(18)	(14%)	(15)	(12%)	(21)	(16%)
32	Mexico Total	10	12	13	18	14	16	13	13	20	16	24	14	14	0%	183	12%	(10)	(42%)	(3)	(18%)	13	1300%
33	Africa Total	3	0	3	3	7	0	6	3	0	2	7	0	0	0%	34	2%	(7)	(100%)	(3)	(100%)	(1)	(100%)
34	# Week Days (non-Holiday)	20	21	22	23	20	23	22	21	23	20	21	22	22		259		1	5%	0	2%	1	5%

ICE Air Removal Departure Cities YTD 2025

Rolling 12 months

Removal Departure		Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
																		H/(L) Pr Mth	H/(L) Pr Mth	Prior 6 mth Avg	Prior 6 mth Avg	Prior Yr Ytd	Prior Yr Ytd
1	Alexandria, LA	16	23	35	38	29	39	37	31	29	30	29	30	30	28%	366	24%	1	3%	(3)	(8%)	9	43%
2	Harlingen, TX	35	38	35	59	56	44	27	19	25	22	26	27	27	25%	413	27%	1	4%	(0)	(1%)	(29)	(52%)
3	Laredo, TX	6	10	7	8	11	16	26	21	27	21	22	17	17	16%	192	12%	(5)	(23%)	(5)	(23%)	17	n/a
4	El Paso, TX	31	25	24	22	13	21	16	14	18	17	21	17	17	16%	239	15%	(4)	(19%)	(1)	(5%)	0	0%
5	Tucson, AZ	0	0	0	0	2	8	5	4	6	3	4	6	6	6%	38	2%	2	50%	1	20%	6	n/a
6	Yuma, AZ	2	4	4	5	3	4	5	4	5	4	5	3	3	3%	48	3%	(2)	(40%)	(2)	(33%)	3	n/a
7	Honduras	7	7	6	2	4	3	3	1	2	1	1	2	2	2%	39	3%	1	100%	0	9%	(5)	(71%)
8	Miami, FL	3	3	4	4	3	4	3	6	5	4	5	2	2	2%	46	3%	(3)	(60%)	(3)	(56%)	(2)	(50%)
9	Brazil	1	1	1	1	1	1	2	1	2	2	2	1	1	1%	16	1%	(1)	(50%)	(1)	(40%)	0	0%
10	Anchorage, AK	0	1	0	0	1	0	0	0	1	1	1	1	1	1%	6	0%	0	0%	1	100%	1	n/a
11	Panama City, Panama	0	0	0	0	0	0	0	0	0	0	0	1	1	1%	1	0%	1	n/a	1	n/a	1	n/a
12	Miss/McAll/Edinb, TX	18	12	9	8	6	0	0	0	0	0	0	0	0	0%	53	3%	0	n/a	0	n/a	(8)	(100%)
13	Brownsville, TX	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
14	San Salvador, El Salvador	0	0	0	1	0	0	0	0	0	0	0	0	0	0%	1	0%	0	n/a	0	n/a	(1)	(100%)
15	San Diego, CA	0	0	0	0	0	0	0	0	0	0	0	2	2	2%	2	0%	2	n/a	2	n/a	2	n/a
16	Phoenix, AZ	0	0	0	0	2	2	0	0	0	0	0	0	0	0%	4	0%	0	n/a	(0)	(100%)	0	n/a
17	San Antonio, TX	11	3	0	0	0	1	0	0	0	0	0	0	0	0%	15	1%	0	n/a	(0)	(100%)	(10)	(100%)
18	Houston, TX	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
19	Guatemala City, Guat	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
20	Senegal	2	0	0	0	0	0	2	1	0	0	2	0	0	0%	7	0%	(2)	(100%)	(1)	(100%)	0	n/a
20	Other	7	6	3	3	12	2	11	4	3	2	11	0	0	0%	64	4%	(11)	(100%)	(6)	(100%)	(3)	(100%)
21	Total	137	133	128	151	143	145	135	105	123	107	127	109	109	100%	1,543	100%	(18)	(14%)	(15)	(12%)	(21)	(16%)
22	# Week Days (non-Holiday)	20	21	22	23	20	23	22	21	23	20	21	22	22		258		1	5%	0	2%	1	5%

Total ICE Air Flights

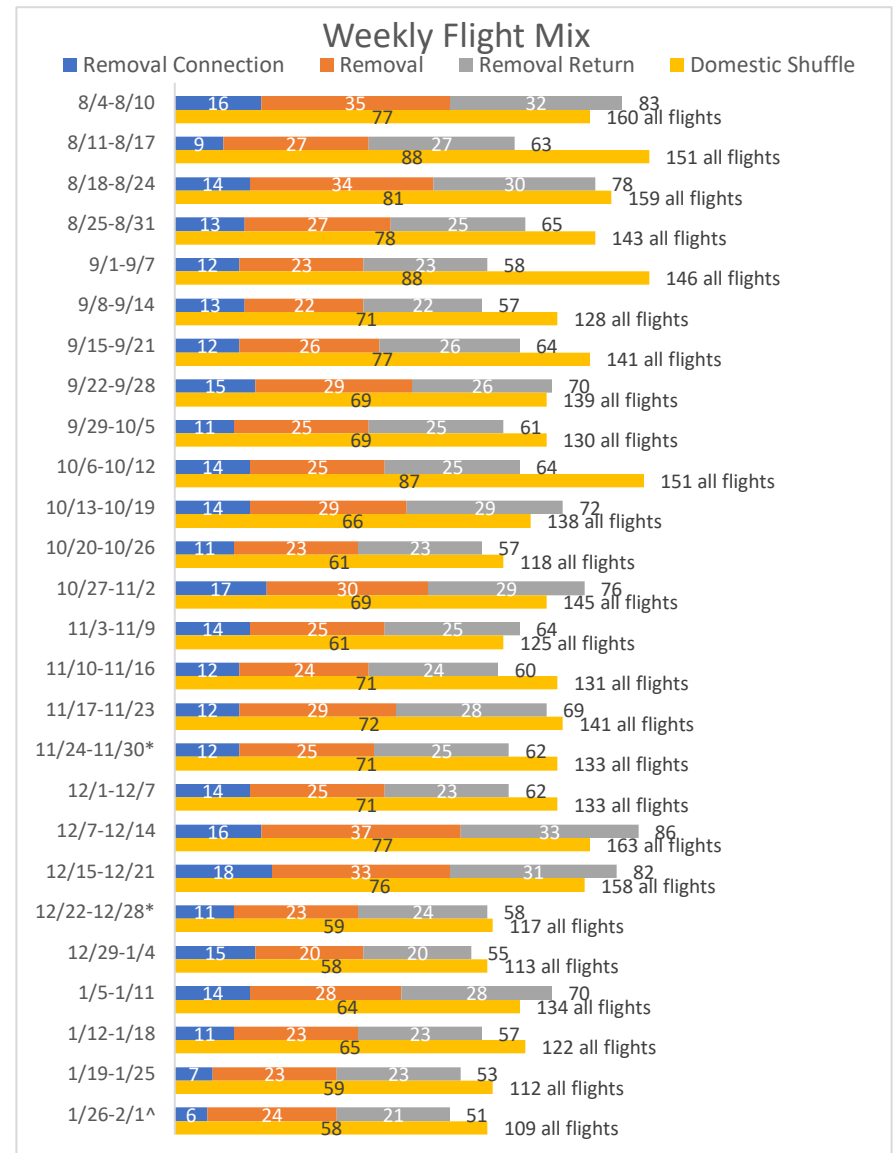
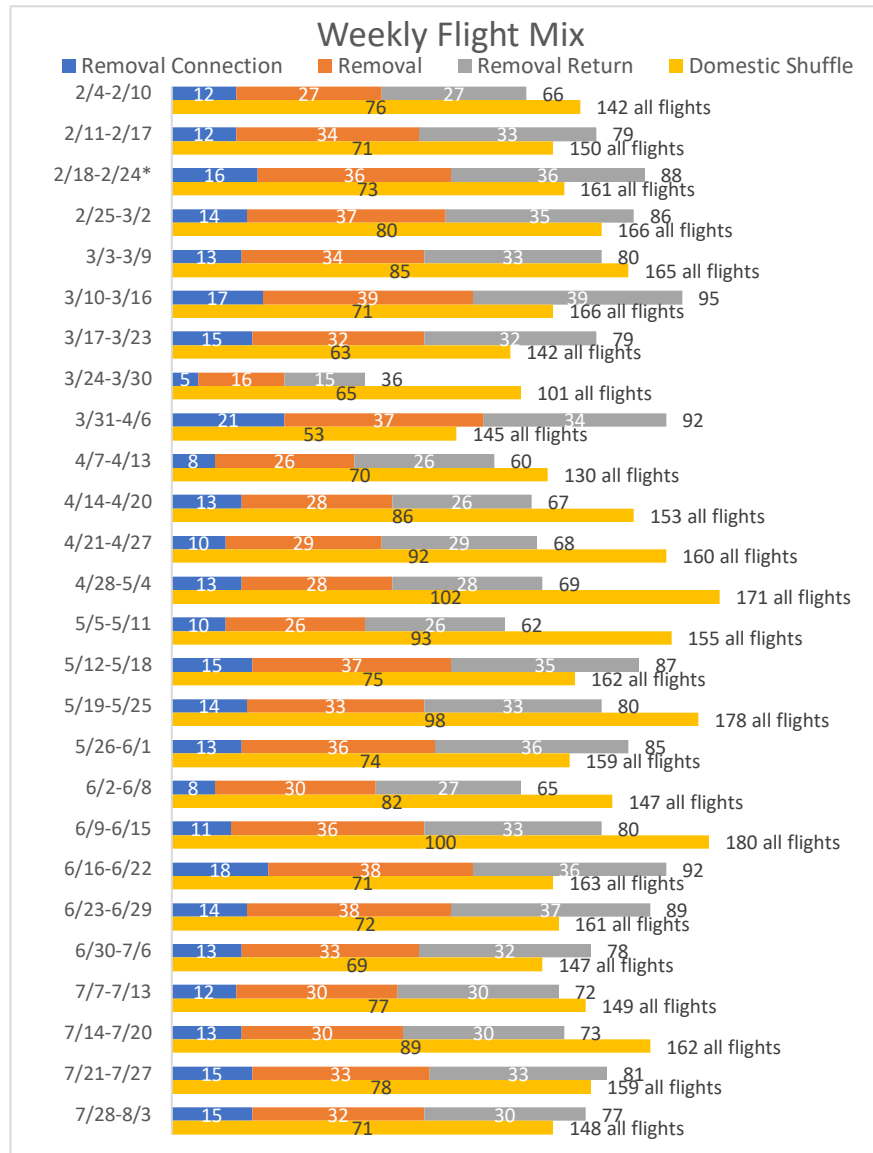
		Pre-Biden		Ytd Average				Current Month				Flights since 01/21/25	
		2021											
		FY	% of	Ytd	H/(L)	% H/(L)	% of	Current	H/(L)	% H/(L)	% of	Flights since 01/21/25	% of
		Mo Avg	Flights	Mo Avg	Pre-Biden	Pre-Biden	Flights	Month	Pre-Biden	Pre-Biden	Flights		Flights
Flight Category													
1	Removal	87	17%	109	22	25%	20%	109	22	25%	20%	44	20%
2	Removal Connection	<u>40</u>	8%	<u>46</u>	<u>6</u>	15%	9%	<u>46</u>	6	15%	9%	<u>13</u>	9%
3	Total Outbound Removal	127	25%	155	28	22%	29%	155	28	22%	29%	57	29%
4	Removal Return	<u>78</u>	15%	<u>106</u>	<u>28</u>	36%	20%	<u>106</u>	28	36%	20%	<u>41</u>	20%
5	Total Removal Related	205	40%	261	56	27%	49%	261	56	27%	49%	98	49%
6	Domestic Shuffle	305	60%	273	(32)	(10%)	51%	273	(32)	(10%)	51%	108	51%
7	Total Flights	510	100%	534	24	5%	100%	534	24	5%	100%	206	100%
8	Total Domestic (Remove Connect + Shuffle)	345	68%	319	(26)	(8%)	60%	319	(26)	(8%)	60%	121	60%
9	# Week Days (non-Holiday)	21		22	1	4%		22	1	4%		9	

ICE Air Removal Destination Cities

		Pre-Biden		Ytd Average				Current Month				Flights	
		FY	% of	Ytd	H/(L)	% H/(L)	% of	Current	H/(L)	% H/(L)	% of	since	% of
		Mo Avg	Flights	Mo Avg	Pre-Biden	Pre-Biden	Flights	Month	Pre-Biden	Pre-Biden	Flights	01/21/25	Flights
Removal Destination													
1	Guatemala City, Guat	15	18%	31	16	102%	28%	31	16	102%	28%	11	25%
2	Honduras	12	14%	24	12	93%	22%	24	12	93%	22%	9	20%
3	San Salvador, El Salv	8	9%	8	1	7%	7%	8	1	7%	7%	4	9%
4	Colombia	1	1%	12	11	1100%	11%	12	11	1100%	11%	5	11%
5	Ecuador	5	6%	9	4	74%	8%	9	4	74%	8%	5	11%
6	Port-au-Prince, Haiti	11	13%	0	(11)	(100%)	0%	0	(11)	(100%)	0%	0	0%
7	Mexico City, Mexico	4	5%	14	10	243%	13%	14	10	243%	13%	4	9%
8	Villahermosa, Mexico	9	11%	0	(9)	(100%)	0%	0	(9)	(100%)	0%	0	0%
9	Santo Domingo, DR	2	2%	2	0	14%	2%	2	0	14%	2%	1	2%
10	Managua, Nicaragua	2	2%	2	1	33%	2%	2	1	33%	2%	1	2%
11	Callao, Peru	0	0%	2	2	n/a	2%	2	2	n/a	2%	1	2%
12	Brazil	2	2%	2	0	0%	2%	2	0	0%	2%	1	2%
13	Guadalajara, Mexico	4	5%	0	(4)	(100%)	0%	0	(4)	(100%)	0%	0	0%
14	Tapachula, Mexico	5	5%	0	(5)	(100%)	0%	0	(5)	(100%)	0%	0	0%
15	Kingston, Jamaica	1	1%	1	0	0%	1%	1	0	0%	1%	1	2%
16	Morelia, Mexico	2	2%	0	(2)	(100%)	0%	0	(2)	(100%)	0%	0	0%
17	Queretaro, Mexico	1	2%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
18	Cap-Haitien, Haiti	2	2%	0	(2)	(100%)	0%	0	(2)	(100%)	0%	0	0%
19	Cuba	0	0%	1	1	n/a	1%	1	1	n/a	1%	1	2%
20	Puebla, Mexico	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
21	Maiquetia, Venezuela	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
22	Liberia	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
23	Mauritania	0	0%	0	(0)	(100%)	0%	0	(0)	(100%)	0%	0	0%
24	Senegal	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
25	Nigeria	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
26	Angola	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
27	Kenya	0	0%	0	(0)	(100%)	0%	0	(0)	(100%)	0%	0	0%
28	Dem Rep of Congo	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
29	Seoul, South Korea	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
30	Amritsar, India	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
31	Tashkent, Uzbekistan	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
32	Shenyang, China	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
33	Other	1	1%	1	1	100%	1%	1	1	100%	1%	0	0%
34	Total	87	100%	109	22	25%	100%	109	22	25%	100%	44	100%
35	# Week Days (non-Holiday)	21		22	1	4%		22	1	4%		9	

ICE Air Weekly Flight Mix -

Rolling 12 Months

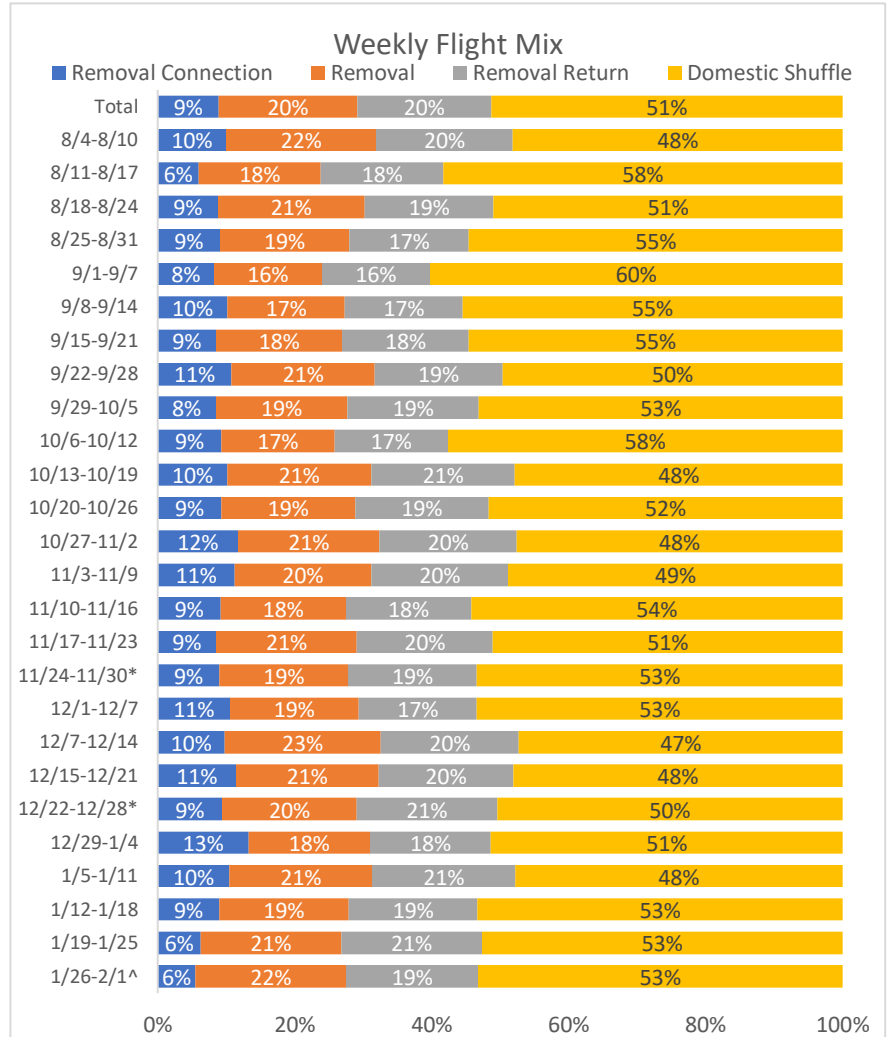
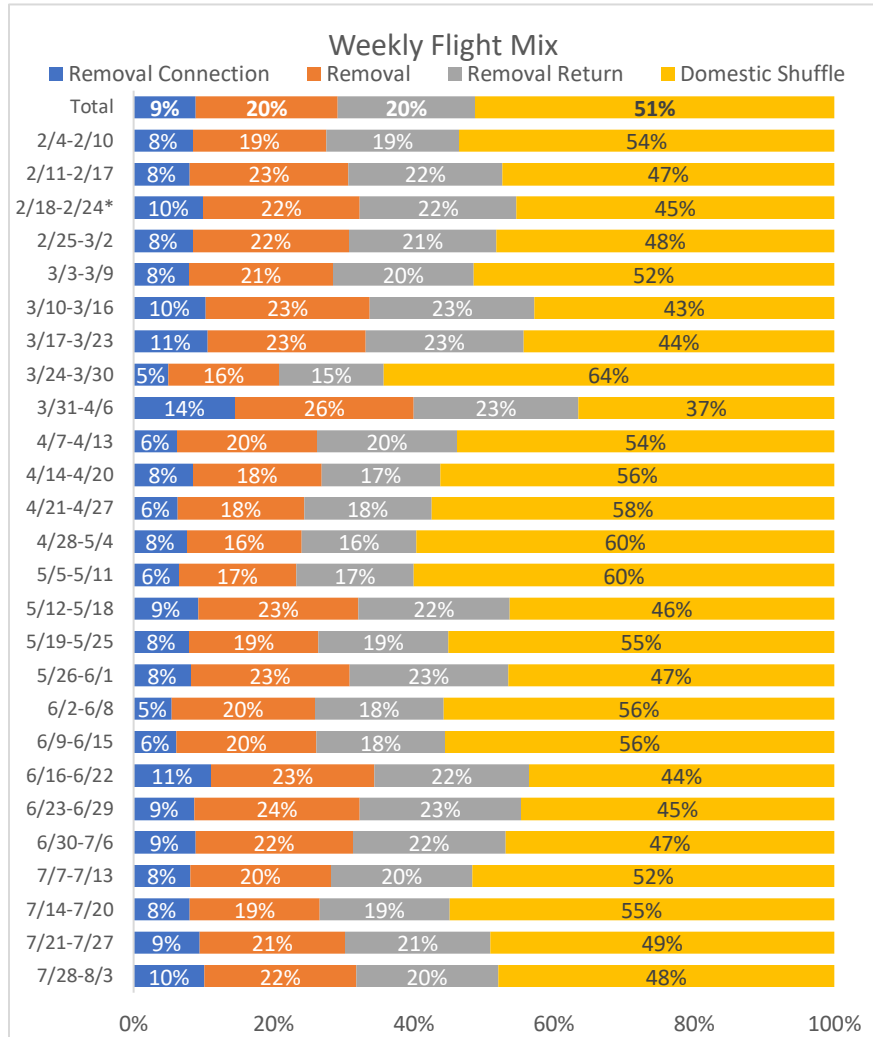


^ short week

* Holiday

Ice Air Weekly Flight Mix - %

Rolling 12 Months



ICE Air Domestic Last 6 months (Aug-Jan)

	Destination City												Total	% of Total
	Alexandria, LA	San Diego, CA	Harlingen, TX	Phoenix, AZ	El Paso, TX	Laredo, TX	San Antonio, TX	Tucson, AZ	Houston, TX	Miami, FL	Mission / McAllen / Edinburg, TX	Other		
Alexandria, LA		30	116	94	9	3	49	4	6	52	1	60	424	19%
Harlingen, TX	55	36		9	26	82	4	12	3	1	1	81	310	14%
Phoenix, AZ	61	16	7		13		5	37	15			90	244	11%
San Diego, CA	79		13	33	12	42	8		9		22	8	226	10%
San Antonio, TX	11	51	3	8	90	1		12				24	200	9%
El Paso, TX	13	5	12	25		57	3	1	14		17	1	148	7%
Houston, TX	12	1	4	27			16					5	65	3%
Laredo, TX	1	38	5		6		1	1		1		0	53	2%
Mission/McAllen/Edinburg, TX		23	3		17							2	45	2%
Tucson, AZ	11	1	10			1	1		16			0	40	2%
Denver, CO	5		1	4			4					24	38	2%
Other	148	25	44	13	25	0	5	0	3	2	2	159	426	19%
Total	396	226	218	213	198	186	96	67	66	56	43	454	2,219	100%
% of Total	18%	10%	10%	10%	9%	8%	4%	3%	3%	3%	2%	20%	100%	

ICE Air Removals Last 6 months (Aug-Jan)

	Destination City												Total	% of Total
	Guatemala City, Guatemala	Honduras	Mexico City, Mexico	Colombia	Ecuador	San Salvador, El Salvador	Santo Domingo, Dominican Republic	Managua, Nicaragua	Brazil	Callao, Peru	Cuba	Other		
Alexandria, LA	47	49		25	22	22	6	13				2	186	26%
Harlingen, TX	7	12	36	35	31	25						0	146	21%
Laredo, TX	54	76				4						0	134	19%
El Paso, TX	62	1	38	1	1							0	103	15%
Tucson, AZ	28											0	28	4%
Yuma, AZ			26									0	26	4%
Miami, FL							13				6	6	25	4%
Brazil									10			0	10	1%
Honduras				1						9		0	10	1%
Senegal												5	5	1%
Anchorage, AK												4	4	1%
Other	0	0	0	2	0	0	0	0	1	0	0	26	29	4%
Total	198	138	100	64	54	51	19	13	11	9	6	43	706	100%
% H/(L)	28%	20%	14%	9%	8%	7%	3%	2%	2%	1%	1%	6%	100%	

Appendix

Full Year 2024, 2023, 2022, 2021, and 2020

Total ICE Air Flights YTD 2024 – Removal and Domestic

																			Current Month		Year to Date		
													Year To	% of	Last 12	% of	Current Month %		H/(L)	% H/(L)	H/(L)	%	
													Date	Flights	Months	Flights	Pr Mth	Pr Mth	Prior 6	Prior 6	Prior		
																			mth Avg	mth Avg	Yr		
Rolling 12 months																					Prior		
Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec																					Yr		
Flight Category																							
1	Removal	130	137	133	128	151	143	145	135	105	123	107	127	1,564	20%	1,564	20%	20	19%	1	1%	82	6%
2	Removal Connection	<u>37</u>	<u>53</u>	<u>55</u>	<u>57</u>	<u>60</u>	<u>51</u>	<u>60</u>	<u>60</u>	<u>53</u>	<u>65</u>	<u>51</u>	<u>66</u>	<u>668</u>	9%	<u>668</u>	9%	<u>15</u>	29%	<u>9</u>	16%	<u>(28)</u>	(4%)
3	Removal	167	190	188	185	211	194	205	195	158	188	158	193	2,232	29%	2,232	29%	35	22%	10	5%	54	2%
4	Removal Return	<u>127</u>	<u>134</u>	<u>129</u>	<u>124</u>	<u>148</u>	<u>134</u>	<u>144</u>	<u>125</u>	<u>102</u>	<u>122</u>	<u>106</u>	<u>120</u>	<u>1,515</u>	20%	<u>1,515</u>	20%	<u>14</u>	13%	<u>(2)</u>	(2%)	<u>76</u>	5%
5	Total Removal Related	294	324	317	309	359	328	349	320	260	310	264	313	3,747	49%	3,747	49%	49	19%	8	3%	130	4%
6	Domestic Shuffle	345	307	303	349	380	347	339	359	320	313	299	314	3,975	51%	3,975	51%	15	5%	(16)	(5%)	(461)	(10%)
7	Total Flights	639	631	620	658	739	675	688	679	580	623	563	627	7,722	100%	7,722	100%	64	11%	(8)	(1%)	(331)	(4%)
8	Total Domestic	382	360	358	406	440	398	399	419	373	378	350	380	4,643	60%	4,643	60%	30	9%	(6)	(2%)	(489)	(10%)
(Remove Connect + Shuffle)																							
9	# Week Days (non-Holiday)	21	20	21	22	23	20	23	22	21	23	20	21	257		257		1	5%	(1)	(2%)	4	2%

ICE Air Removal Destination Cities YTD 2024 (1 of 2)

		Rolling 12 months												Year to Date		Last 12 Months		Current Month		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	H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg	Prior Yr Ytd	Prior Yr Ytd
Removal Destination																							
1	Guatemala City, Guat	53	58	51	42	47	44	46	37	30	37	30	33	508	32%	508	32%	3	10%	(4)	(12%)	38	8%
2	Honduras	37	29	27	29	29	30	24	29	22	20	23	20	319	20%	319	20%	(3)	(13%)	(5)	(19%)	(74)	(19%)
3	Mexico City, Mexico	0	2	4	13	18	14	16	13	13	20	16	24	153	10%	153	10%	8	50%	9	57%	153	n/a
4	Colombia	6	7	12	9	12	11	17	15	10	9	8	10	126	8%	126	8%	2	25%	(2)	(14%)	(13)	(9%)
5	San Salvador, El Salv	11	12	10	10	13	8	12	8	8	11	9	7	119	8%	119	8%	(2)	(22%)	(2)	(25%)	7	6%
6	Ecuador	5	4	6	11	17	12	18	12	8	9	7	9	118	8%	118	8%	2	29%	(2)	(18%)	(31)	(21%)
7	Santo Domingo, DR	2	2	2	2	2	2	2	2	3	4	4	4	31	2%	31	2%	0	0%	1	41%	(5)	(14%)
8	Managua, Nicaragua	2	2	2	2	3	2	2	2	2	3	2	2	26	2%	26	2%	0	0%	(0)	(8%)	2	8%
9	Callao, Peru	2	3	1	3	3	4	3	2	1	2	1	1	26	2%	26	2%	0	0%	(1)	(54%)	(29)	(53%)
10	Brazil	1	1	1	1	1	1	1	2	1	2	2	2	16	1%	16	1%	0	0%	1	33%	5	45%
11	Kingston, Jamaica	1	1	1	1	1	1	1	1	1	1	1	1	12	1%	12	1%	0	0%	0	0%	0	0%
12	Cuba	1	1	1	1	1	1	1	1	1	1	1	1	12	1%	12	1%	0	0%	0	0%	3	33%
13	Morelia, Mexico	1	4	4	0	0	0	0	0	0	0	0	0	9	1%	9	1%	0	n/a	0	n/a	9	n/a
14	Guadalajara, Mexico	0	4	4	0	0	0	0	0	0	0	0	0	8	1%	8	1%	0	n/a	0	n/a	8	n/a
15	Cap-Haitien, Haiti	0	0	0	1	1	0	1	0	1	0	0	2	6	0%	6	0%	2	n/a	2	500%	6	n/a
16	Mauritania	1	0	0	0	0	1	0	1	1	0	1	0	5	0%	5	0%	(1)	(100%)	(1)	(100%)	1	25%
17	Shenyang, China	0	0	1	0	0	1	0	0	0	1	1	1	5	0%	5	0%	0	0%	1	100%	5	n/a
18	Maiquetia, Venezuela	4	0	0	0	0	0	0	0	0	0	0	0	4	0%	4	0%	0	n/a	0	n/a	(7)	(64%)
19	Romania	1	0	1	0	0	1	0	1	0	0	0	0	4	0%	4	0%	0	n/a	(0)	(100%)	4	n/a
20	Cairo, Egypt	0	1	1	0	0	0	0	0	0	1	0	1	4	0%	4	0%	1	n/a	1	500%	4	n/a

Continued on Next Page

ICE Air Removal Destination Cities YTD 2024 (2 of 2)

	Removal Destination	Rolling 12 months												Year to Date		Last 12 Months		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)	Prior 6 mth Avg	Prior 6 mth Avg	Prior Yr Ytd	Prior Yr Ytd														
21	Port-au-Prince, Haiti	1	0	0	0	0	0	0	0	1	1	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	(9)	(75%)
22	Liberia	0	0	0	0	0	0	0	1	1	0	1	0	3	0%	3	0%	(1)	(100%)	(1)	(100%)	(3)	(50%)
23	Senegal	0	1	0	0	0	1	0	1	0	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	(2)	(40%)
24	Amritsar, India	1	0	0	0	0	0	1	0	0	1	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	1	50%
25	Seoul, South Korea	0	1	1	0	0	1	0	0	0	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	1	50%
26	Tashkent, Uzbekistan	0	0	1	0	0	1	0	1	0	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	1	50%
27	Cote d'Ivoire	0	0	0	1	0	0	0	1	1	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	2	200%
28	Tbilisi, Georgia	0	0	1	0	0	1	0	1	0	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	2	200%
29	Tirana, Albania	0	0	1	0	0	1	0	1	0	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	3	n/a
30	Other	0	4	0	2	3	5	0	3	0	0	0	9	26	2%	26	2%	9	n/a	8	575%	0	0%
31	Total	130	137	133	128	151	143	145	135	105	123	107	127	1,564	100%	1,564	100%	20	19%	1	1%	82	6%
32	Mexico Total	1	10	12	13	18	14	16	13	13	20	16	24	170	0%	170	11%	8	50%	9	57%	170	n/a
33	Africa Total	1	3	0	3	3	7	0	6	3	0	2	7	35	0%	35	2%	5	250%	4	133%	(3)	(8%)
34	# Week Days (non-Holiday)	21	20	21	22	23	20	23	22	21	23	20	21	257		257		1	5%	(1)	(2%)	4	2%

Total ICE Air Flights YTD 2023 – Removal and Domestic

Flight Category	Rolling 12 months												Year To		Last 12		Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Date	% of	Months	% of	H/(L)	% H/(L)	H/(L)	% H/(L)	H/(L)	% H/(L)
																	Pr Mth	Pr Mth	Prior 6	Prior 6	Prior Yr	Prior Yr
1 Removal	83	127	145	117	106	122	99	153	127	135	140	128	1,482	18%	1,482	18%	(12)	(9%)	(1)	(1%)	66	5%
2 Removal Connection	<u>41</u>	<u>70</u>	<u>87</u>	<u>72</u>	<u>65</u>	<u>77</u>	<u>53</u>	<u>78</u>	<u>51</u>	<u>37</u>	<u>34</u>	<u>31</u>	<u>696</u>	9%	<u>696</u>	9%	<u>(3)</u>	(9%)	<u>(24)</u>	(44%)	<u>218</u>	46%
3 Removal	124	197	232	189	171	199	152	231	178	172	174	159	2,178	27%	2,178	27%	(15)	(9%)	(25)	(14%)	284	15%
4 Removal Return	<u>80</u>	<u>122</u>	<u>146</u>	<u>116</u>	<u>102</u>	<u>117</u>	<u>98</u>	<u>149</u>	<u>127</u>	<u>120</u>	<u>137</u>	<u>125</u>	<u>1,439</u>	18%	<u>1,439</u>	18%	<u>(12)</u>	(9%)	<u>0</u>	0%	<u>138</u>	11%
5 Total Removal Related	204	319	378	305	273	316	250	380	305	292	311	284	3,617	45%	3,617	45%	(27)	(9%)	(25)	(8%)	422	13%
6 Domestic Shuffle	340	366	389	440	436	354	315	476	397	361	283	279	4,436	55%	4,436	55%	(4)	(1%)	(85)	(23%)	(349)	(7%)
7 Total Flights	544	685	767	745	709	670	565	856	702	653	594	563	8,053	100%	8,053	100%	(31)	(5%)	(110)	(16%)	73	1%
8 Total Domestic (Remove Connect + Shuffle)	381	436	476	512	501	431	368	554	448	398	317	310	5,132	64%	5,132	64%	(7)	(2%)	(109)	(26%)	(131)	(2%)
9 # Week Days (non-Holiday)	21	19	23	20	22	22	20	23	20	22	21	20	253		253		(1)	(5%)	(1)	(6%)	1	0%

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

		Rolling 12 months												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
Removal Destination		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	Prior 6 mth Avg	% H/(L)	Prior Yr Ytd	% H/(L)
1	Guatemala City, Guat	22	36	40	33	26	34	28	52	45	47	57	50	470	32%	470	32%	(7)	(12%)	6	14%	101	27%
2	Honduras	16	22	27	17	26	38	38	51	44	34	40	40	393	27%	393	27%	0	0%	(1)	(2%)	35	10%
3	Ecuador	20	28	31	20	10	6	4	8	9	6	4	3	149	10%	149	10%	(1)	(25%)	(3)	(51%)	115	338%
4	Colombia	9	22	24	21	17	11	9	7	5	5	5	4	139	9%	139	9%	(1)	(20%)	(3)	(43%)	(47)	(25%)
5	San Salvador, El Salv	6	4	7	4	8	13	8	9	10	20	14	9	112	8%	112	8%	(5)	(36%)	(3)	(27%)	(72)	(39%)
6	Callao, Peru	1	4	4	8	6	5	3	11	4	4	3	2	55	4%	55	4%	(1)	(33%)	(3)	(60%)	40	267%
7	Santo Domingo, DR	2	2	3	7	5	3	2	4	2	2	2	2	36	2%	36	2%	0	0%	(1)	(20%)	11	44%
8	Managua, Nicaragua	2	2	1	2	2	2	1	3	1	4	2	2	24	2%	24	2%	0	0%	(0)	(8%)	(1)	(4%)
9	Port-au-Prince, Haiti	1	1	1	1	1	1	0	2	1	1	1	1	12	1%	12	1%	0	0%	0	0%	(109)	(90%)
10	Kingston, Jamaica	1	1	1	1	1	1	1	1	1	1	1	1	12	1%	12	1%	0	0%	0	0%	0	0%
11	Brazil	1	0	3	1	1	1	0	0	1	1	1	1	11	1%	11	1%	0	0%	0	50%	(31)	(74%)
12	Maiquetia, Venezuela	0	0	0	0	0	0	0	0	0	3	3	5	11	1%	11	1%	2	67%	4	400%	11	n/a
13	Cuba	0	0	0	1	1	1	1	1	1	1	1	1	9	1%	9	1%	0	0%	0	0%	9	n/a
14	Liberia	1	1	1	0	0	1	0	1	0	0	1	0	6	0%	6	0%	(1)	(100%)	(1)	(100%)	2	50%
15	Senegal	0	0	0	0	0	0	1	1	1	0	1	1	5	0%	5	0%	0	0%	0	50%	5	n/a
16	Angola	0	0	1	0	1	0	0	0	0	1	0	1	4	0%	4	0%	1	n/a	1	500%	4	n/a
17	Mauritania	0	1	0	0	0	0	1	0	0	0	1	1	4	0%	4	0%	0	0%	1	200%	4	n/a
18	Kenya	0	0	0	0	0	2	0	0	0	1	0	0	3	0%	3	0%	0	n/a	(1)	(100%)	2	200%
19	Nigeria	0	1	0	0	0	1	0	0	1	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	1	50%
20	Ghana	0	1	0	0	0	0	0	0	0	0	1	0	2	0%	2	0%	(1)	(100%)	(0)	(100%)	(1)	(33%)

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																				Current Month		Year to Date	
														Year to	% of	Last 12	% of	Current Month		H/(L)	% H/(L)	H/(L)	% H/(L)
														Date	Flights	Months	Flights	H/(L)	% H/(L)	Prior 6	Prior 6	Prior Yr	Prior Yr
Rolling 12 months																		Pr Mth	Pr Mth	mth Avg	mth Avg	Ytd	Ytd
Removal Destination																							
21	Dem Rep of Congo	0	0	1	0	0	0	0	0	0	1	0	0	2	0%	2	0%	0	n/a	(0)	(100%)	1	100%
22	Sant Is, Cape Verde	0	0	0	0	0	0	0	0	0	0	1	1	2	0%	2	0%	0	0%	1	500%	2	n/a
23	Amritsar, India	0	0	0	0	0	0	0	1	0	0	1	0	2	0%	2	0%	(1)	(100%)	(0)	(100%)	2	n/a
24	Conakry, Guinea	0	0	0	0	0	0	0	0	1	0	0	1	2	0%	2	0%	1	n/a	1	500%	2	n/a
25	Seoul, South Korea	0	0	0	0	0	0	0	0	0	1	0	1	2	0%	2	0%	1	n/a	1	500%	2	n/a
26	Tashkent, Uzbekistan	0	0	0	0	0	0	0	0	0	1	0	1	2	0%	2	0%	1	n/a	1	500%	2	n/a
27	Cote d'Ivoire	0	1	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
28	Phnom Penh, Cambo	0	0	0	0	0	0	1	0	0	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	0	0%
29	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
30	Other	0	0	0	1	1	2	1	1	0	1	0	0	7	0%	7	0%	0	n/a	(1)	(100%)	(26)	(79%)
31	Total	83	127	145	117	106	122	99	153	127	135	140	128	1,482	100%	1,482	100%	(12)	(9%)	(1)	(1%)	66	5%
32	Mexico Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(17)	(100%)
33	Africa Total	2	5	3	1	1	6	2	2	3	3	5	5	38	0%	38	3%	0	0%	2	43%	20	111%
34	# Week Days (non-Holiday)	21	19	23	20	22	22	20	23	20	22	21	20	253		253		(1)	(5%)	(1)	(6%)	1	0%

Total ICE Air Flights YTD 2022 – Removal and Domestic

Flight Category	Rolling 12 months												Year To		Last 12		Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Date	% of Flights	Months	% of Flights	H/(L) 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		Last 12		Current Month		Current Month		Year to Date	
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Date	% of	Months	% of	H/(L)	% H/(L)	H/(L)	% H/(L)	Prior Yr	% H/(L)
															Flights		Flights	Pr Mth	Pr Mth	Prior 6	Prior 6	Prior Yr	Prior Yr
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)

																			Current Month		Year to Date		
													Year to	% of	Last 12	% of	Current Month		H/(L)	% H/(L)	H/(L)	% H/(L)	
													Date	Flights	Months	Flights	H/(L)	% H/(L)	Prior 6	Prior 6	Prior Yr	Prior Yr	
																	Pr Mth	Pr Mth	mth Avg	mth Avg	Ytd	Ytd	
Rolling 12 months																							
Removal Destination																							
21	Vientiane, Laos	0	0	0	0	0	0	0	0	1	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	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	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	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	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	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	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	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	1	0%	1	0%	(1)	(100%)	(0)	(100%)	1	n/a	
30	Other	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	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	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	252		252		2	10%	1	5%	(2)	(1%)	

Total ICE Air Flights YTD 2021 – Removal and Domestic

Flight Category	Rolling 12 months												Year To Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg	H/(L) Prior Yr Ytd	% H/(L) Prior Yr Ytd
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>	(18%)	<u>(1)</u>	(3%)	<u>(199)</u>	(29%)
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>	(9%)	<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)

																				Current Month		Year to Date	
Rolling 12 months														Year to	% of	Last 12	% of	Current Month		H/(L)	% H/(L)	H/(L)	% H/(L)
														Date	Flights	Months	Flights	H/(L)	% H/(L)	Prior 6	% Prior 6	Prior Yr	% Prior Yr
Removal Destination																		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%)

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

	Removal Destination	Rolling 12 months												Year to Date		Last 12 Months		Current Month		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 H/(L)	% H/(L)	Prior Yr Ytd	% 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 H/(L) Pr Mth	Current Month % H/(L) Pr Mth	Current Month H/(L) Pre-COVID Mth Avg	Current Month % H/(L) Pre-COVID Mth Avg	Current Month H/(L) In-COVID Mth Avg	Current Month % H/(L) In-COVID Mth Avg
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)

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

Pre-COVID = Jan 1 to Mar 13

In-COVID = Mar 14 to Dec 31