

ICE Flight Monitor

DECEMBER 2025 MONTHLY REPORT



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Executive Summary

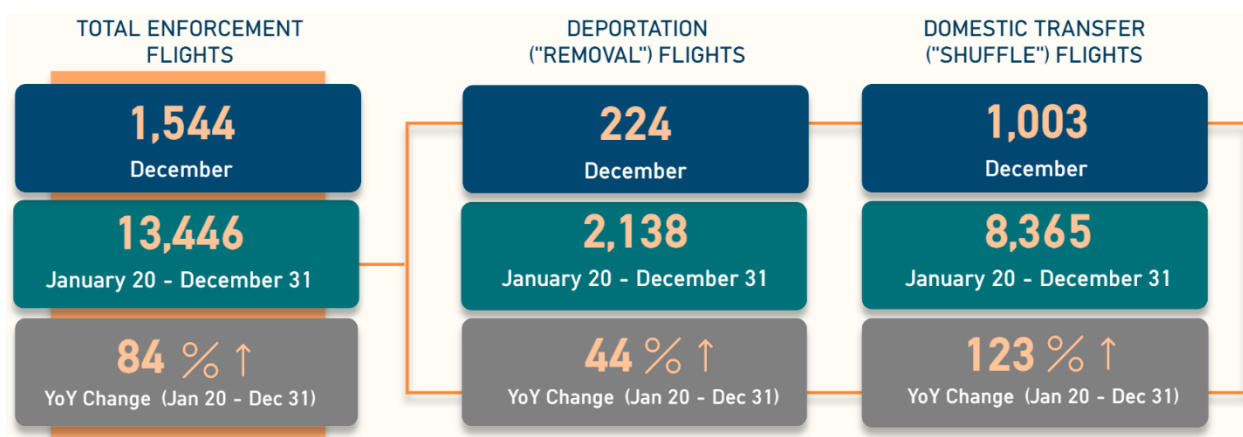
Since taking office on January 20, 2025, the Trump administration has pursued an unprecedented mass deportation agenda. U.S. officials have adopted a range of new tactics, that are legally questionable and undoubtedly cruel, to achieve this objective, including expanding the use of expedited removal, sending people from the United States to offshore detention facilities in the U.S. Naval Base in Guantanamo, terminating protected legal statuses, disappearing people without due process—including to a high security prison in El Salvador notorious for torture—ramped up interior enforcement, and forcibly transferring individuals to other countries of which they are not citizens. Many of these actions have been determined to be unlawful by federal courts and carried out with little to no transparency, while thousands of peoples’ lives are uprooted from communities across the country, families separated, and their rights systematically violated.

[ICE Flight Monitor](#) responds to this lawlessness and lack of information by using publicly available aviation data to monitor and document flights conducted by U.S. Immigration and Customs Enforcement (ICE), including deportation flights and domestic transfers between U.S. detention centers and deportation staging facilities. The methodology is grounded in Tom Cartwright’s nearly six years of independent work tracking tens of thousands of flights, between 2020 and July 2025, after which the project was transitioned to Human Rights First in August 2025. To ensure the accuracy and integrity of the findings, ICE Flight Monitor cross-references flight data with public records, media reports, communications with attorneys and family members, and observations from trusted partner organizations. The project also tracks other relevant air operations—such as military planes involved in immigration enforcement and Mexican and Panamanian government deportation flights. ICE routinely carries out a small number of additional removals on commercial flights, which ICE Flight Monitor does not have visibility into.

The Project Defines the Following Types of U.S. Immigration Enforcement Flights As:

Deportation ("Removal")	Instances in which individuals are flown from the United States to international destinations by ICE-chartered planes, military planes collaborating with ICE to carry out immigration enforcement operations or, in limited cases, international carriers. Each removal flight refers to a single removal stop.
Domestic Transfer ("Shuffle")	The transport of individuals—on ICE-chartered planes, military planes, and U.S. Coast Guard aircraft— to and between immigration detention centers and deportation staging facilities across the United States.
Removal- Related	Connecting flights that move individuals within the United States before an international removal on the same day ("removal connections"), fuel stops en route to international removals, or a returning flight after completing one or more international removal stops.
Layover- Transfer Removal	Instances in which individuals are transported on ICE Air flights to a country other than their own and subsequently transferred to their home country via airline carriers operated by either their home country or by the intermediary country. The Trump administration has used layover-transfer removal flights to carry out deportations to countries with which the U.S. has strained diplomatic relations, including Russia (via Egypt), Iran (via Qatar and Kuwait), and Venezuela (via Honduras).

ICE Flight Monitor reports the following top findings for December 2025:

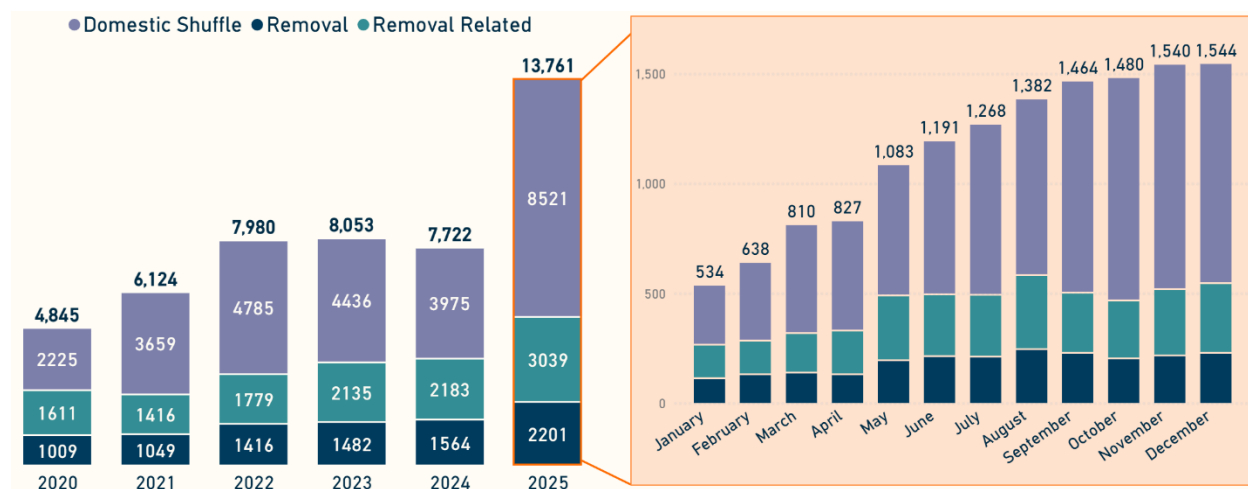


In addition to deportation ("removal") and domestic transfer ("shuffle") flights, removal-related flights are included in total enforcement figures.

Source: ICE Flight Monitor

Unprecedented Number of Immigration Enforcement Flights—including Record Removal Flights and Record Domestic Shuffle Flights—During the Second Trump Administration’s Cruel and Lawless Deportation Campaign. From January 20 to December 31, 2025, the Trump administration conducted a staggering 13,446 immigration enforcement flights, including removal, removal-related, and domestic transfer ("shuffle") flights. This total reflects an 84 percent increase from the 7,316 flights conducted over the same period in 2024 and the highest total since flight tracking began in 2020. Of this total, there were 2,138 removal flights, representing a 44 percent increase from January 20 to December 31, 2024. There were also a record domestic transfer ("shuffle") flights, reflecting a 123 percent increase from January 20 to December 31, 2024. The majority of these flights have been carried out by ICE Air charter planes, but a small number include Air Force cargo planes, Coast Guard aircraft, or airline carriers operated by other countries.

Figure 1: Total U.S. Immigration Enforcement Flights Year-Over-Year (January 1 - December 31)



Source: ICE Flight Monitor

Since our independent flight tracking began in 2020, U.S. immigration enforcement flights have risen steadily each year, culminating in a sharp spike in 2025 – which saw 13,761 total flights between January 1 and December 31. Between 2020 and 2025, this initiative has tracked a total 48,485 flights, including 27,601 total domestic shuffle flights and 8,721 total removal flights. Across all years, domestic shuffle flights consistently account for the largest share each year, most notably in 2025 when they accounted for 8,521 flights. This figure is a staggering 114 percent increase from 2024 when there were 3,975 shuffle flights. In 2025, removal flights also reached a record with 2,201 flights – an increase of 41 percent from 2024, when the Biden administration conducted 1,564 removal flights.

Removal Flight Destination Countries Increase Across Regions Under the Second Trump Administration, with Sub-Saharan Africa and Asia Seeing the Highest Increase from Previous Years.

The Trump administration has conducted removal flights to an unprecedented 79 countries in 2025 – an increase of 76 percent over the same period in 2024 when there were 45 removal destinations. In 2025, removal flights were carried out to 25 countries that had not received any U.S. deportation flights since flight tracking began in 2020. Sub-Saharan Africa received U.S. removal flights to 25 countries, including record numbers of flights to Kenya, Nigeria, Ghana, and Liberia, as well as first-time flights to Benin, Mali, Mozambique, Eswatini, and Rwanda. Removal destinations to this region reflect a 32 percent increase from 2024. Removal flights to Asia also increased in 2025, totaling 14 destinations and reflecting a 75 percent increase from the previous year. Across Asia, there were record numbers of removal flights to India, Bangladesh, Laos, and Vietnam, as well as first-time flights to Sri Lanka, Pakistan, Kazakhstan, Kyrgyzstan, and Azerbaijan. While December saw the third removal flight to China in calendar year 2025, the total represents a 40 percent decrease from 2024 when the Biden administration conducted five removal flights to the country. In 2025, the number of removal flights were also expanded across Central and South America, the Caribbean, Middle East and North Africa, and Europe.

U.S. Removal Flights to Venezuela Paused in Mid-December Amid the Escalating Tensions that Culminated in Recent Unilateral U.S. Military Action Against the Country. In December, there were three removal flights to Venezuela—on the 3rd, 5th, and 10th—removing a total of 654 Venezuelan nationals. The twice-weekly¹ removal flights to Venezuela were [suspended](#) after December 10. ICE Flight Monitor has not tracked any deportation flights to Venezuela since December 10 (as of January 9, 2026, when this report was published). In a statement, the Venezuelan government said the cancellation of the December 12 flight was a unilateral decision by the U.S. government and that Venezuela remained willing to receive flights. DHS has [maintained](#) that deportation flights have not been paused, despite the fact that no flights have taken place for a month. Since tracking began in 2020, removal flights to Venezuela started in October 2023 and continued through January 2024, after which they were paused until February 2025. Since resuming in February 2025, the United States conducted a total of 76 removal flights to Venezuela, removing 14,310 Venezuelans, including families and children.

Continued “Layover Transfer” Removal Flights to Russia and Iran, via Transfers in Egypt and Kuwait. On December 8, ICE Flight Monitor [tracked](#) an ICE Air removal flight carrying Russian and Iranian nationals to Egypt and Kuwait, where they were subsequently transferred by authorities to

¹ Removal flights to Venezuela began operating twice a week -on Wednesdays and Fridays- in July 2025.

Russia and Iran. The ICE Air flight—an Omni charter plane—departed Phoenix, Arizona and first stopped in Cairo, Egypt, where a [reported](#) 64 Russian nationals were put on an Egyptian charter plane and flown to Moscow, Russia. The Omni plane then stopped in Kuwait City, Kuwait, where about [50 Iranian nationals](#) were transferred to a Kuwaiti charter plane and flown to Tehran, Iran. This was the second in a series of flights under a [U.S.-Iran agreement](#) to deport roughly 400 Iranians, with around 100 total individuals deported on the first two flights. This layover transfer marked the third flight carrying Russian nationals and the second flight carrying Iranian nationals removed from the United States in 2025. The Trump administration has used layover transfer removal flights to carry out deportations to countries with which it has strained diplomatic ties, such as Russia (via Egypt), Iran (via Qatar and Kuwait), and Venezuela (via Honduras in early 2025).

ICE Air Flights on Avelo Planes Ramped Down in December Ahead of the [Airline’s Announcement That It Planned to Stop Operations for ICE on January 27](#). In April 2025, [Avelo Airlines signed an agreement](#) to start operating as a subcontractor for ICE Air flights, with flights with the charter starting on May 12 of the same year. Notably, Avelo is the only airline that also sells commercial tickets to the public while operating ICE Air charter flights. ICE Flight Monitor revealed the airports where Avelo’s ICE Air flights were departing from and the scale of its operations, informing protests in communities across the country, prior to the carrier’s announcement that it would be ending its ICE Air flights. Between May and December, there have been a total of 1,945 ICE Air flights on Avelo planes – accounting for 18 percent of total U.S. immigration enforcement flights. The vast majority—82 percent—of ICE flights on Avelo planes were domestic transfer (“shuffle”) flights, while the remaining 18 percent were removal and removal-related flights. The majority of Avelo ICE flights operated out of Mesa, Arizona—24 percent—with top U.S. destinations including El Paso and Harlingen, Texas; Alexandria, Louisiana; Victorville, California; Denver, Colorado; and Las Vegas, Nevada. ICE flights on Avelo charter planes also conducted removal flights to Guatemala, Honduras, Mexico, and El Salvador. ICE Air flights on Avelo planes were highest in September 2025 with 318 flights—22 percent of total ICE Air flights that month—but flights started decreasing beginning in November, with 213 flights recorded in December – representing 14 percent of total ICE Air flights. On January 6, the airline [confirmed](#) that it will end carrying out ICE Air flights, closing its base in Phoenix, Arizona on January 28.

Immigration Enforcement Flights to the Guantanamo Bay Naval Base (GTMO) Resumed in December After a Two-Month Pause. On December 14 and 19, the Trump administration conducted two domestic transfer flights to the offshore detention facilities in GTMO. Notably, [22 Cubans were transferred to GTMO](#) from Alexandria, Louisiana on one of the flights just four days before a routine removal flight to Cuba on December 19. Our understanding is that, as of the end of December, the census of detained migrants at GTMO was 40 people detained at the base and as of January 9 when this report was published the census increased to 54 people—the highest level since June 2025 (54 detained people). Since the administration began transferring individuals from U.S. detention centers to GTMO in February 2025, there have been 93 flights, some of which continued on to removal destinations, while others transferred individuals to and from U.S. territory.

The Use of U.S. Coast Guard Aircraft to Carry Out Domestic Shuffle Flights Appears to have Paused in Late December. Since December 21, ICE Flight Monitor has not tracked ICE flights on U.S. Coast

Guard aircraft (at the time this report was published). In 2025, at least 366 domestic transfer flights were conducted on U.S. Coast Guard planes—November seeing the highest monthly total with 79 flights. In June 2025, U.S. Coast Guard expanded operations to support small-scale domestic transfers between interior detention centers and deportation staging facilities, primarily in Alexandria, Louisiana and Harlingen, Texas. In December, Coast Guard planes operated ICE flights on 14 days of the month – down by half from the 29 days Coast Guard aircraft were used to carry out ICE routes. This figure dropped by 58 percent in December, with at least 33 domestic shuffle flights carried out on Coast Guard aircraft.

Given the scope of these unlawful transfers, these findings make clear that the Trump administration’s current deportation campaign is unprecedented and dangerous—not only to the rights of those it targets, but also to our democracy. ICE Flight Monitor delivers accessible and reliable data to strengthen public accountability and uphold transparency. The following sections detail ICE Flight Monitor’s tracking from December 2025, including: 1) total U.S. immigration enforcement flights; 2) U.S. removal flights; 3) domestic shuffle flights; 4) flights to and from the U.S. Guantanamo Bay Naval Base; and 5) Mexican and Panamanian governments’ deportation flights.

All U.S. Immigration Enforcement Flights

I. Overview

The vast majority of U.S. immigration enforcement flights are carried out by ICE Air Operations (IAO). IAO does not own planes but rather contracts its operations through the airline broker CSI Aviation, which in turn subcontracts to several airline carriers. These include GlobalX, Eastern Air Express, Avelo Airlines (Avelo recently announced the company will cease carrying out ICE flights at the end of January 2026), World Atlantic (Caribbean Sun), Eastern Air, OMNI Air, Kaiser, and Key Lime Air. ICE also utilizes small charter planes operated by Gryphon Air (ATS) and Journey Aviation.

From January 20 to December 31, there have been a staggering 13,446 immigration enforcement flights, an 84 percent increase from the 7,316 flights over the same period in 2024. Between October and December 2025, there was a monthly average of 1,521 flights, compared to 724 flights per month during the first three months of the Trump administration (January 20 to April 20) – a 110 percent increase. December saw a record number of total immigration enforcement flights with 1,544 total flights – a 146 percent increase from the 627 of flights in December 2024. The continued increase in enforcement flights has been enabled by ICE Air Operations’ expansion of subcontracted charter planes, which supports a greater number of daily flight routes.

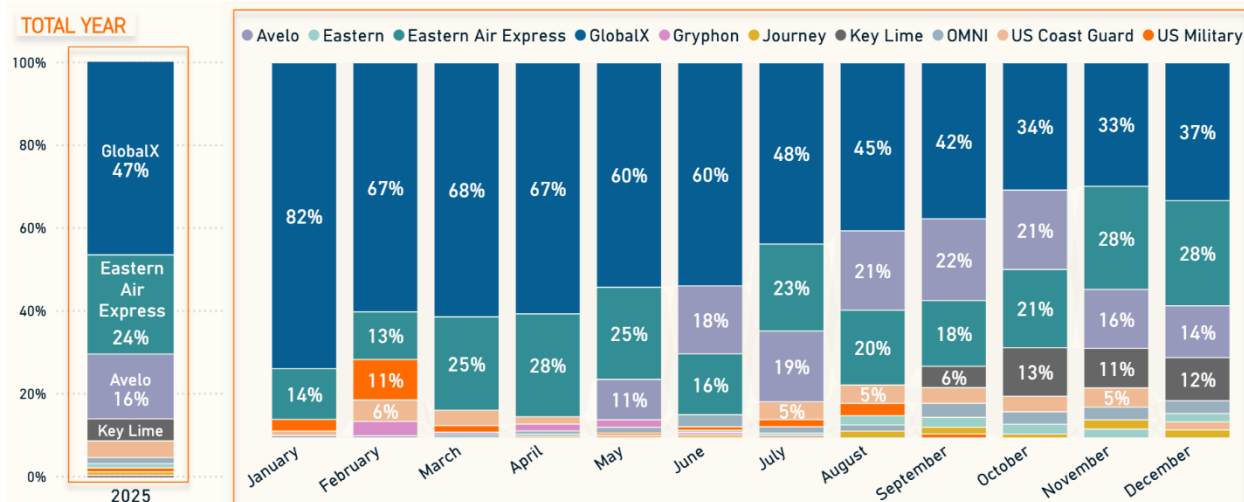
In 2025, GlobalX operated the majority of flights, accounting for about 47 percent, followed by Eastern Air Express with 24 percent. Avelo and Key Lime Air conducted approximately 16 percent and 5 percent, respectively (See Figure 2).² GlobalX, Eastern Air Express, Avelo and Key Lime often operate multiple routes per day, typically carrying out domestic transfers and removals to Latin America and the Caribbean. Omni and Eastern planes operate removal flights to Latin America, while Omni and Journey planes operate flights to Africa and Asia. In addition to ICE Air subcontracted carriers,³ U.S.

² Avelo started operating ICE flights in May 2025, and Key Lime Air began operating domestic shuffle flights in mid-September.

³ International carriers are sometimes used for U.S. removal flights, such as Colombia’s Air Force and the Venezuelan carrier Conviasa.

immigration enforcement flights are also carried out on U.S. Air Force and Coast Guard planes. Notably, within their first month of use (beginning January 24), U.S. Air Force aircraft accounted for 19 percent of total removal flight stops and eight percent of domestic shuffle flights, which transported people to and between the Guantanamo Bay Naval Base and detention centers within the United States.

Figure 2: Proportion of Flights by Carrier per Month (January 1 - December 31, 2025)

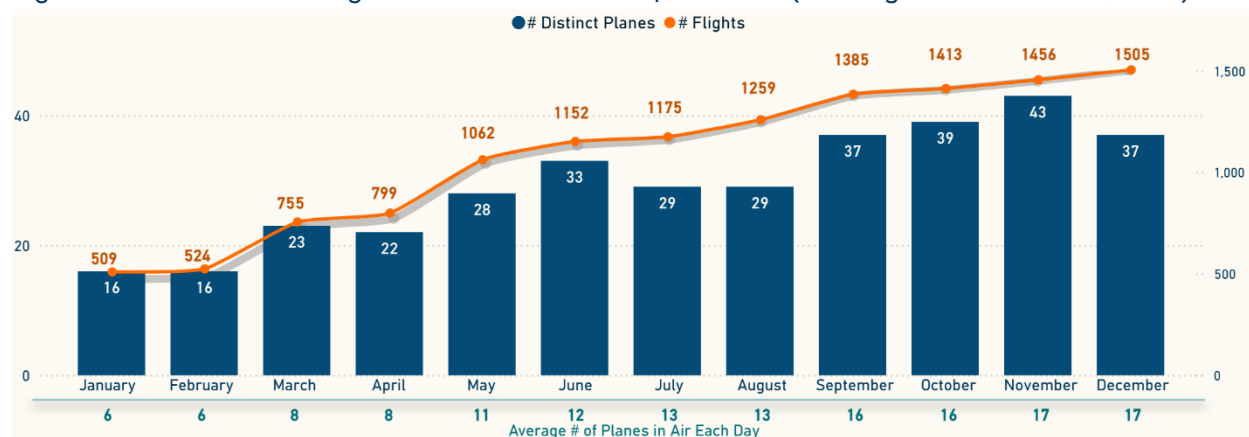


Source: ICE Flight Monitor

II. ICE Air Charter Flights⁴

Over the last 12 months, the monthly number of charter planes conducting ICE Air routes has steadily increased. In December, there were 37 distinct charter planes operating ICE Air flights, conducting an average of 17 routes per day (See Figure 3). Each route typically consists of two to seven separate flight legs, which may include transfers between U.S. detention centers and deportation staging facilities as well as removal stops to international destinations – including refueling stops and the returning planes to U.S. soil.

Figure 3: ICE Air Charter Flights and Distinct Planes per Month (January 1 - December 31, 2025)⁵



Source: ICE Flight Monitor

⁴ Figures in this section exclude U.S. immigration enforcement flights on U.S. Coast Guard and Airforce planes, as well as international carriers.

⁵ Figures do not include U.S. Airforce or U.S. Coast Guard aircraft.

ICE Air flights pose serious security risks and raise human rights concerns. Individuals are often [restrained](#) by handcuffs, waist chains and leg irons for the duration of the journey, including layovers and fuel stops, even when they pose no security threat. Even more concerning is ICE's [documented use of the WRAP](#)—a full-body restraint suit that prevents individuals from moving their arms or shifting position—which medical experts warn can cause severe physical and psychological distress.

Flight attendants report that emergency procedures for ICE Air flights provide limited guidance for evacuating physically restrained passengers, and some crew members have stated that pilots instructed during briefings that [evacuating detained individuals in an emergency was not a priority](#). Flight crew have also described instances of medical neglect, including a case of an [untrained attendant who was forced to intervene](#) during a life-threatening medical crisis due to inadequate support from contracted medical staff. Language access is also a major concern: [preflight safety briefings are conducted solely in English](#), while most individuals on removal flights speak other languages.

Deportation (“Removal”) Flights

I. Overview

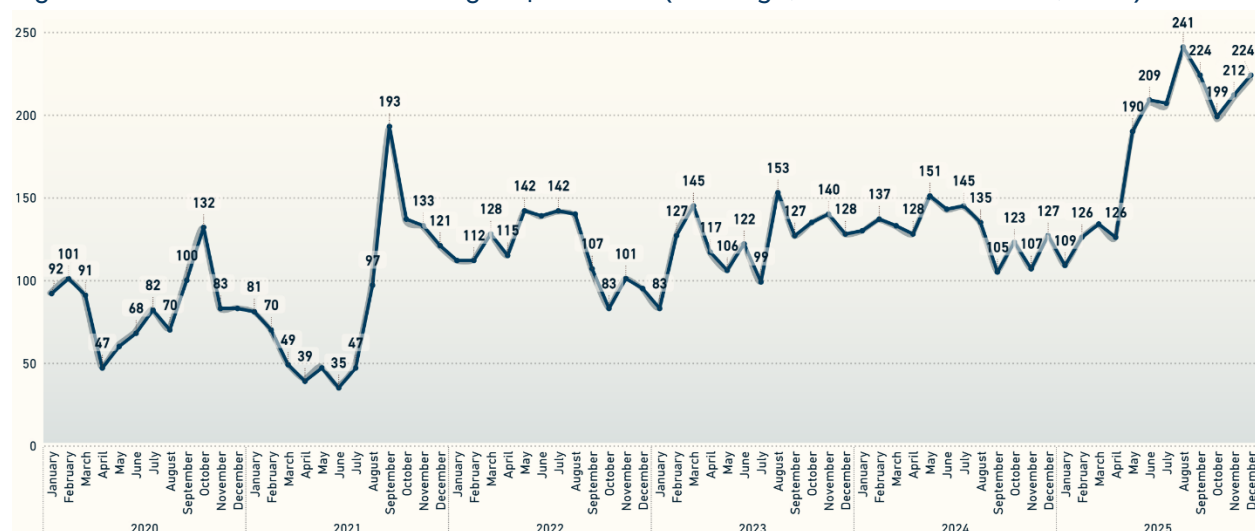
ICE Flight Monitor defines removal flights as instances in which individuals are flown from the United States to international destinations by ICE-chartered planes, military planes collaborating with ICE to carry out immigration enforcement operations or, in limited cases, international carriers. Each removal flight refers to a single removal stop. Some flights go to a single destination, while other removal flights are part of multi-country routes that include multiple removal stops.

These removals often do not comply with U.S. law, constitutional law, and international human rights and refugee law. Many of the individuals removed on these flights do not have deportation (“removal”) orders under U.S. law. The administration has carried out removals of people whose immigration case had not yet been decided by a judge, people who arrived to seek asylum and were expelled without even a screening of their claims, and people who ostensibly accepted “voluntary” departure or return—often under coercion, threats by immigration agents, or pressure stemming from abusive and prolonged detention conditions. The administration has also put individuals on planes in violation of court orders.

Additionally, individuals face both physical and psychological harm during removal flights. The WRAP—[reportedly](#) used as punishment when individuals request to speak with their attorney or express fear of deportation—has caused lasting injuries. One man, who was tightly bound from his shoulders to his feet on a [military flight to Ghana](#), reported being traumatized and sustaining a leg injury that has left him walking with a limp.

Since January 20th, 2025, the number of removal flights has steadily increased under the second Trump administration, totaling a staggering 2,138 removal flights through December 31, 2025. In December, there were at least 224 total removal flights – an increase of six percent from the previous month but a decrease of seven percent from the record 240 flights in August (see Figure 4).

Figure 4: Number of U.S. Removal Flights per Month (January 1, 2020 - December 31, 2025)



Source: ICE Flight Monitor

In December 2025, the Trump administration conducted 31 removal flights to Mexico, accounting for 14 percent of the total monthly removal flights. This number reflects a rise from 18 flights in November, 17 in October, and nine in September. Nevertheless, December's total was still well below the 72 removal flights to Mexico conducted in August, when deportations across the U.S.-Mexico land border were largely paused. As in August, the spike in December's removal flights to Mexico likely corresponds with another pause in land border deportations.

The Trump administration has also expanded its deportation campaign to include more destination countries. Over the last 12 months, the administration conducted removals to a total of 79 countries – an increase of 76 percent over the same period in 2024 when there were 45 removal destinations. In 2025, removal flights were carried out to 25 countries that had not received any U.S. deportation flights since flight tracking began in 2020 (see Figure 5). In December, removal destinations totaled 32 countries, below the record monthly total of 48 removal destinations in September.

Figure 5: New Removal Flight Destinations in 2025 (As of December 31, 2025)⁶

Country	1st Occurrence	Antigua and Barbuda	June	Armenia	September
Benin	February	Argentina	June	Iran (via Qatar)	September
Jordan	February	Marshall Islands	June	Kyrgyzstan	September
Mali	February	Russia (via Egypt)	June	Mozambique	September
Pakistan	February	Eswatini	July	Saint Kitts and Nevis	September
Saint Lucia	March	Azerbaijan	August	Morocco	October
Greece	April	England	August	Sri Lanka	October
Kosovo	April	Kazakhstan	August	Poland (carrying Ukrainians)	November
Chile	May	Rwanda	August	Total	25

Source: ICE Flight Monitor

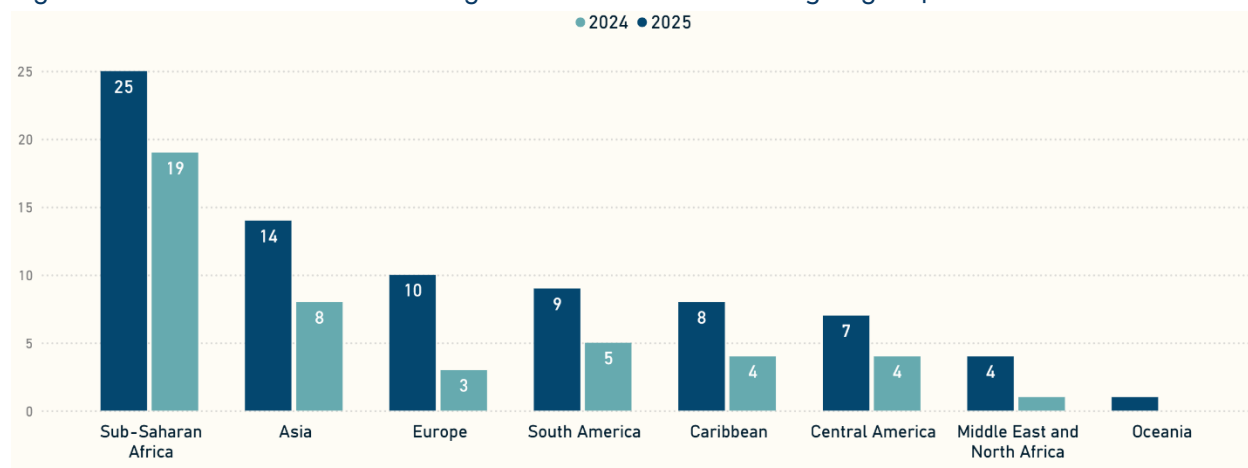
⁶ First time destination countries since flight tracking began in 2020.

In 2025, the Trump administration expanded its geographical reach to regions where removal flights were historically low. Sub-Saharan Africa and Asia nations have seen the highest year-over-year percent increase in removal flights, as well as significant expansion in the number of destination countries within each region (See Figure 6). This includes removal flights to an unprecedented 25 countries in Sub-Saharan Africa—an increase of 32 percent from 2024—including record numbers of removal flights to Kenya, Nigeria, Ghana, and Liberia, as well as first-time flights to Benin, Mali, Mozambique, Eswatini, and Rwanda. Removal flights to Asia increased by 75 percent from the previous year, totaling 14 destinations. Across Asia, there were record numbers of removal flights to India, Bangladesh, Laos, and Vietnam, as well as first-time flights to Sri Lanka, Pakistan, Kazakhstan, Kyrgyzstan, and Azerbaijan. Europe also saw a significant increase in U.S. removal flights—totaling 10 destination countries, compared to the three total over the previous year. These included removal flights to Georgia, Poland (carrying Ukrainians), and Russia (via Egypt layover transfer). The Middle East and North Africa also saw an increase in removal flights this year, with first-time flights to Morocco and Iran.

Of all regions, Central America continues to account for the highest proportion of removal flights received, followed by South America (See Figure 7). There were nine removal destinations in South America this year, compared to the five over the previous year, including first-time removal flights to Argentina and Chile. Across Central America, there were record removal flights to Nicaragua, Costa Rica, Honduras, and Guatemala. The Caribbean also saw increased removal flights to the Bahamas, Jamaica, and the Dominican Republic, as well as first-time flights to Saint Lucia and Saint Kitts and Nevis.

Notably, in December, the project [tracked](#) a “layover-transfer” removal flight to Russia and Iran – countries where the United States has strained diplomatic ties. The removal flight was carried out on an Omni charter plane carrying Russian nationals to be transferred in Egypt and Iranian nationals to be transferred in Kuwait. Russian nationals were subsequently forcibly transferred to Russia on an Egyptian charter plane, while Iranian nationals were forcibly transferred to Iran on a Kuwaiti charter flight. *See Appendix for a full breakdown of country-specific removals.*

Figure 6: Number of U.S. Removal Flight Destination Countries by Region per Year



Source: ICE Flight Monitor

Figure 7: Number of U.S. Removal Flights by Region and Country (January 1 - December 31)
“YoY Change” column reflects percent change from the same period in 2024; blank values indicate that there were no inbound removal flights in the 2024 period. Total flights represent all U.S. deportation flights globally.

CENTRAL AMERICA & MEXICO			
REMOVAL COUNTRY	% OF TOTAL FLIGHTS	2025 FLIGHTS	YoY CHANGE
Total	70%	1540	35%
Guatemala	24%	532	5%
Honduras	20%	451	41%
El Salvador	8%	175	47%
Nicaragua	3%	67	158%
Costa Rica	1%	17	...
Belize	0.1%	3	...
Panama	0.1%	3	...
Mexico	13%	292	72%

SOUTH AMERICA			
REMOVAL COUNTRY	% OF TOTAL FLIGHTS	2025 FLIGHTS	YoY CHANGE
Total	16%	360	24%
Ecuador	4%	95	-19%
Colombia	4%	88	-30%
Venezuela	3%	76	1800%
Peru	2%	44	69%
Brazil	2%	37	131%
Chile	0.4%	9	...
Argentina	0.3%	6	...
Trinidad & Tobago	0.2%	4	...
Guyana	0.0%	1	...

CARIBBEAN			
REMOVAL COUNTRY	% OF TOTAL FLIGHTS	2025 FLIGHTS	YoY CHANGE
Total	5%	104	63%
Dominican Republic	2%	44	42%
Jamaica	1%	17	42%
Bahamas	1%	14	...
Cuba	1%	12	0%
Haiti	1%	12	33%
Saint Lucia	0.1%	3	...
Antigua & Barbuda	0.0%	1	...
Saint Kitts & Nevis	0.0%	1	...

ASIA			
REMOVAL COUNTRY	% OF TOTAL FLIGHTS	2025 FLIGHTS	YoY CHANGE
Total	3%	64	327%
India	1%	14	367%
Vietnam	0.4%	9	...
Bangladesh	0.3%	6	500%
Laos	0.3%	6	...
Nepal	0.3%	6	200%
Pakistan	0.2%	5	...
Uzbekistan	0.2%	5	67%
Azerbaijan	0.1%	3	...
China	0.1%	3	-40%
Cambodia	0.1%	2	...
Kazakhstan	0.1%	2	...
Kyrgyzstan	0.0%	1	...
Sri Lanka	0.0%	1	...
Tajikistan	0.0%	1	0%

SUB-SAHARAN AFRICA			
REMOVAL COUNTRY	% OF TOTAL FLIGHTS	2025 FLIGHTS	YoY CHANGE
Total	5%	105	239%
Ghana	0.5%	11	...
Kenya	0.5%	10	400%
Mauritania	0.4%	9	80%
Liberia	0.4%	8	167%
Nigeria	0.4%	8	300%
Senegal	0.3%	7	133%
Guinea	0.3%	6	500%
Angola	0.2%	5	150%
Cameroon	0.2%	5	150%
Cote d'Ivoire	0.2%	4	33%
Sierra Leone	0.2%	4	300%
Benin	0.1%	3	...
Chad	0.1%	3	50%
Mali	0.1%	3	...
Togo	0.1%	3	200%
Burkina Faso	0.1%	2	...
Dem Rep of Congo	0.1%	2	0%
Equatorial Guinea	0.1%	2	...
Eswatini	0.1%	2	...
Gambia	0.1%	2	...
Rwanda	0.1%	2	...
Mozambique	0.0%	1	...
South Sudan	0.0%	1	...
Zambia	0.0%	1	0%
Zimbabwe	0.0%	1	0%

EUROPE			
REMOVAL COUNTRY	% OF TOTAL FLIGHTS	2025 FLIGHTS	YoY CHANGE
Total	1%	18	80%
Georgia	0.2%	5	67%
Albania	0.1%	2	-33%
Armenia	0.1%	2	...
Bulgaria	0.0%	1	...
England	0.0%	1	...
Greece	0.0%	1	...
Kosovo	0.0%	1	...
Poland	0.0%	1	...
Romania	0.0%	1	-75%
Russia	0.1%	3	...

MIDDLE EAST & NORTH AFRICA			
REMOVAL COUNTRY	% OF TOTAL FLIGHTS	2025 FLIGHTS	YoY CHANGE
Total	0.4%	8	100%
Egypt	0.1%	3	-25%
Iran	0.1%	2	...
Jordan	0.1%	2	...
Morocco	0.0%	1	...

OCEANIA			
REMOVAL COUNTRY	% OF TOTAL FLIGHTS	2025 FLIGHTS	YoY CHANGE
Marshall Islands	0.1%	2	...

Source: ICE Flight Monitor

II. Forced Third-Country Transfer Flights

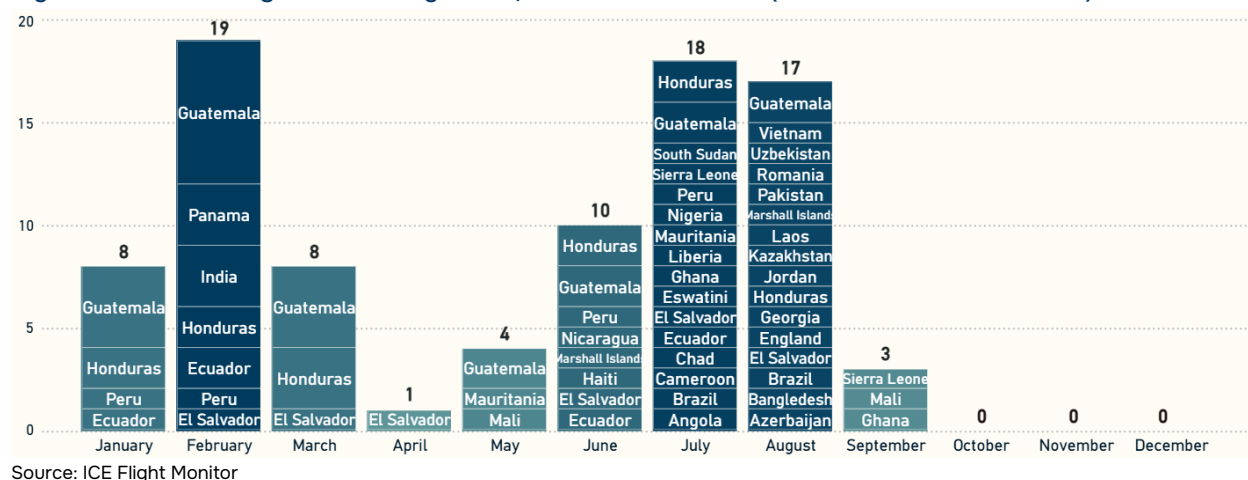
ICE Flight Monitor has tracked flights carrying third-country nationals conducted by the Trump administration to 12 countries: Costa Rica, El Salvador, Eswatini, Equatorial Guinea, Ghana, Guatemala, Honduras, Panama, Rwanda, South Sudan, Uzbekistan, and Poland (see appendix for list of confirmed flights). Additionally, third-country transfers to Mexico take place over the US-Mexico land border. This is part of the Trump administration's effort to pursue agreements with countries to facilitate [forced third-country transfers](#)—which send individuals to countries of which they are not citizens and often have no ties. The legality of these transfers, particularly without notice or an opportunity to contest the transfer based on fear of persecution, is currently being challenged in U.S. federal courts.

In December 2025, the Trump administration conducted two flights carrying non-Hondurans to Honduras [under the Asylum Cooperative Agreement](#), though the exact flight information is unclear. In addition, Hondurans continued to be periodically deported on U.S. deportation flights to Guatemala. Reportedly, on December 12, [the first third-country migrant arrived in Kosovo](#); however, ICE Flight Monitor did not track any flights to Kosovo in December, suggesting the individual was likely deported on a commercial flight.

III. Use of Military Aircraft for Removal Flights

Removal flights on U.S. military aircraft have been paused since mid-September 2025. The Trump administration used U.S. military planes to carry out a total of 88 removal flights between January and September 2025 (see Figure 8). On his first day in office, President Trump signed an [executive order](#) authorizing U.S. military involvement in border enforcement. Soon after, on January 24, the administration began using military aircraft, primarily C-17 Air Force cargo planes, to carry out ICE Air removal flights. These planes are significantly more expensive to use for immigration enforcement than standard ICE Air charter operations, reportedly costing [\\$28,500 per flight hour](#).

Figure 8: U.S. Military Removal Flight Stops and Destinations (As of December 31, 2025)



In addition, Colombian Air Force planes have been used to conduct removals of Colombian nationals to Colombia, following objections from the Colombian government regarding the treatment of its citizens on ICE Air removal flights. There were four such removals to Colombia in December.

IV. Additional Country Specific Removals

An estimated 80 percent of U.S. removal flights are to Latin America and the Caribbean. Roughly 20 percent of removal flights occur to other regions—particularly destinations in Africa and Asia—often involving multi-country stops and grueling long flight times, with individuals remaining physically restrained the entire journey. The highlights below are not comprehensive; for a full country-by-country breakdown, see the appendix table, *U.S. Immigration Removal Flights by Country (YTD 2025)*.

Mexico: In December 2025, U.S. officials conducted 31 removal flights to Mexico, up significantly from the 18 flights in November and the 17 flights in October, but still below the record 72 flights in August. December's spike in removal flights likely corresponds to the Trump administration's temporary pause on deportations at the U.S.-Mexico land border. Deportations over the land border were paused in August, resumed from September through November, before pausing again from December 2 to 17. Of the December total, 16 flights landed in Villahermosa, Tabasco, while the remaining 15 landed in Tapachula, Chiapas. U.S. removal flights to Tapachula and Villahermosa account for 90 percent of the total 292 flights to Mexico in 2025.

Between January and November 2025, a reported 13,986 individuals were removed by air to Villahermosa, 11,089 to Tapachula, and 3,712 to Mexico City.⁷ Of the 144,061 Mexican nationals removed during this period, 20 percent were removed by ICE Air Operations, with the remaining 80 percent removed by land. While this marks a 24 percent decrease in total numbers of Mexican nationals removed compared to the same period in 2024, the proportion of removals by air has doubled. Between January and November 2024, enforcement by ICE Air Operations accounted for only 10 percent of the total 190,490 removals. Moreover, Mexico City received the vast majority of individuals on ICE Air flights (88 percent) in 2024; however, flights to Mexico City decreased to just 13 percent in 2025.

U.S. removal flights to Mexico are understood to carry only Mexican nationals, while third-country nationals have been sent to Mexico via the U.S.-Mexico land border. Customs and Border Protection (CBP) agents hand over most third-country nationals directly to Mexican officials at the land border, who then buses the vast majority 1,000 to 2,000 miles south to Villahermosa, Tabasco or to Tapachula, Chiapas. From January 20, 2025 to November 15, 2025, 10,967 non-Mexicans were sent to Mexico, according to the Mexican government's response to a transparency request from the Institute of Women in Migration (IMUMI).

Guatemala: In December 2025, U.S. officials removed 5,527 Guatemalans on 58 flights—an average of 95 individuals per flight. December's figure was up from November when 5,503 Guatemalans were removed on 55 flights.⁸ December marks a record in the monthly number of removal flights conducted in 2025 and matches the prior record set in February 2024. In 2025, there were 532 removal flights to Guatemala, surpassing yearly totals since at least 2020 when flight tracking began. While removal flights to Guatemala reached a record in 2025, the number of Guatemalans removed was a 22 percent

⁷ Mexico's Unidad de Política Migratoria maintains a record of removed individuals. The figures reflect data through November. [Source.](#)

⁸ The Guatemalan government maintains a record of returned individuals. These numbers are referenced against the number of flights IFM tracked to Guatemala. [Source.](#)

decrease from the previous year: 48,405 Guatemalans were removed in 2025 compared to the 61,680 removed in 2024 on 508 removal flights. U.S. removal flights to Guatemala typically originate in Alexandria, Louisiana; Harlingen and El Paso, Texas. All U.S. removal flights to Guatemala in 2025 have landed at La Aurora International Airport in Guatemala City.

Honduras: In December 2025, U.S. officials removed 3,755 Hondurans on 50 flights—an average of 79 individuals per flight.⁹ December’s removal flights were up by two from November but below the record 55 flights in September. Over the past 12 months, there have been a record 451 removal flights to Honduras—a 41 percent increase over the same period in 2024 when there were 319 removal flights. A total of 34,865 Hondurans were removed in 2025, a 92 percent increase compared to the 17,585 removed during the previous year. Additionally, a small number of non-Hondurans were sent to Honduras in December under the [Asylum Cooperative Agreement](#). Removal flights to Honduras typically originate in Alexandria, Louisiana; Harlingen and El Paso, Texas; and Mesa, Arizona. All U.S. removal flights to Honduras in 2025 have landed at the Ramon Villeda Morales International Airport in San Pedro Sula.

El Salvador: In December 2025, U.S. officials conducted 13 removal flights to El Salvador—one less than the number of flights in November and a 41 percent decrease from prior monthly highs of 22 flights in June and July 2025. December’s flights bring the 2025 total to 175 removal flights—a 46 percent increase from the 2024 yearly total of 120 flights, but below the prior record of 189 flights in 2022. All U.S. removal flights to El Salvador in 2025 have landed at El Salvador International Airport in San Salvador.

Nicaragua: In December 2025, U.S. officials conducted nine removal flights to Nicaragua—one fewer than the 10 flights in November. Removal flights to Nicaragua significantly increased beginning in September 2025 when [DHS ended Temporary Protected Status for Nicaraguans living in the United States earlier that month](#). December’s figure brings the 2025 total to 67 removal flights to Nicaragua—a staggering 158 percent increase from the previous yearly record of 26 flights in 2024—removing a total of 7,431 Nicaraguans, according to [local reporting](#). Removal flights to Nicaragua typically originate in Alexandria, Louisiana. All U.S. removal flights to Nicaragua in 2025 have landed at Augusto Cesar Sandino International Airport in Managua. In addition to flights to Nicaragua, between January 20 and November 15, 2025, 614 Nicaraguans were removed to Mexico across the U.S.-Mexico land border.

Cuba:

In December 2025, U.S. officials conducted one removal flight to Cuba, bringing the 2025 total to 12 flights. At least 128 Cubans were removed on the December removal flight, and since February 2025, the United States has removed at least 1,459 Cuban nationals on deportation flights. In addition to flights, between January 20 and November 15, 2025, 2,816 Cubans were removed to Mexico across the U.S.-Mexico land border. According to [local reporting](#), 4,883 Cubans were removed from the United States in 2025. Removal flights to Cuba have taken place at a pace of one flight per month since they resumed in April 2023 following a pause during the pandemic.

⁹ The Honduran government maintains a record of returned individuals. These numbers are referenced against the number of flights tracked to Honduras. [Source](#).

While the number of removal flights remained the same from 2024, the number of Cubans removed in 2025 increased by a staggering 399 percent from 2024 when the Biden administration removed 978 Cuban nationals. In 2025, all U.S. removal flights to Cuba originated in Alexandria, Louisiana, 58 percent of which connected through Miami, Florida prior to removal; all flights landed at José Martí International Airport in Havana. In December, [22 Cubans were](#) also transferred on a shuffle flight to offshore detention facilities at the U.S. Guantanamo Bay Naval Base.

Haiti: In December 2025, U.S. officials conducted one removal flight to Haiti, bringing the 2025 total to 12 flights. Removal flights to Haiti have remained at a pace of one per month since December 2023 following the mass deportation of Haitians that occurred between September 2021 and May 2022, which was prompted by increased encounters at the U.S.-Mexico border. Most U.S. removal flights to Haiti in 2025 have landed at Cap-Haïtien International Airport in Cap-Haïtien, though previously removal flights landed at Toussaint Louverture International Airport in Port-au-Prince. In addition to flights, between January 20 and November 15, 2025, 185 Haitians were removed to Mexico across the U.S.-Mexico land border.

Dominican Republic: In December 2025, U.S. officials conducted five removal flights to the Dominican Republic, the highest monthly number of flights, matching July and September. December's number brings the 2025 total to 44 removal flights—the highest yearly number of flights recorded since at least 2020 when flight tracking began. From January 20 to November 30, the United States removed 3,558 Dominican nationals—a 15 percent increase from the number of individuals removed over the same period in 2024.¹⁰ In 2025, U.S. removal flights to the Dominican Republic originated in Miami, Florida and Alexandria, Louisiana, with all flights landing at Las Américas International Airport in Punta Caucedo.

Venezuela: In December 2025, U.S. officials conducted three removal flights to Venezuela on the 3rd, 5th and 10th, removing 654 Venezuelans. The twice-weekly¹¹ removal flights to Venezuela were [suspended](#) after December 10 and ICE Flight Monitor has not tracked any deportation flights to Venezuela since (as of January 9 when this report was published). In a [statement](#), the Venezuelan government said the cancellation of the December 12 flight was a unilateral decision by the U.S. government and that Venezuela remained willing to receive flights. DHS has maintained that routine deportation flights continue, despite the fact that no flights have taken place for a month. Since tracking began in 2020, removal flights to Venezuela started in October 2023 and continued through January 2024, after which they were paused until February 2025.

From February until December 10, the United States carried out a total of 76 removal flights to Venezuela, removing 14,310 Venezuelans, including families and children.¹² U.S. removal flights to Venezuela have originated in Harlingen, El Paso, and Laredo, Texas; but exclusively originated in Phoenix, Arizona since late November. The majority of removal flights have been direct flights from the United States to Simón Bolívar International Airport in Maiquetia. Beginning in February, some removal flights to Venezuela were carried out via a transfer at the U.S. Soto Cana military base in Honduras, however, these transfers were paused in mid-August 2025. In addition to flights, between

¹⁰ The government of the Dominican Republic maintains a record of returned individuals. [Source](#).

¹¹ Removal flights to Venezuela began operating twice a week -on Wednesdays and Fridays- in July 2025.

¹² IFM collates the number of Venezuelans returned from Venezuelan local reporting on the Vuelta a la Patria (Return to the Homeland) program.

January 20 and November 15, 2025, 3,028 Venezuelans were removed to Mexico across the U.S.-Mexico land border.

Colombia: In December 2025, there were seven removal flights to Colombia, four of which took place on Colombian Air Force planes. Colombian aircraft started being used for removals of Colombian nationals from the United States after President Gustavo Petro criticized inhumane U.S. deportation practices, particularly the use of shackles on removal flights. The remaining three flights took place on Omni and Eastern charter planes and involved multi-country routes with stops in Brazil. December's flights bring the 2025 number of removal flights to Colombia to 88. In 2025, the majority of U.S. removal flights to Colombia originated in Alexandria, Louisiana, while a small number departed from Harlingen and El Paso, Texas as well as San Diego, California. All U.S. removal flights to Colombia in 2025 have landed at El Dorado International Airport in Bogota.

Ecuador: In December 2025, U.S. officials conducted 11 removal flights to Ecuador—the highest monthly total in 2025. December's removal flights were up from the nine flights in November and the eight flights in October—bringing the 2025 total to 95. Prior to this year, the highest number of monthly removal flights to Ecuador was in March 2023 at 31 flights—which occurred amid elevated encounters of Ecuadorians at the U.S.-Mexico border. Ecuador continues to receive the highest number of deportation flights in South America, with flights typically occurring twice a week—on Tuesdays and Thursdays. In 2025, U.S. removal flights to Ecuador originated in Alexandria, Louisiana and Harlingen, Texas; all flights landed at José Joaquín de Olmedo International Airport in Guayaquil.

Peru: In December 2025, U.S. officials carried out five removal flights to Peru—up from the three flights in November but matching the number of flights in October—bringing the yearly total to 44 flights. Prior to 2025, the highest number of monthly removal flights to Peru was in August 2023 (11 flights), which occurred amid elevated encounters of Peruvians at the U.S.-Mexico border. Removal flights to Peru typically involve multi-country removal routes that include Ecuador or Honduras, with flights typically originating in Alexandria, Louisiana and Harlingen, Texas. These routes result in longer flights during which individuals remain shackled throughout the entire journey. All U.S. removal flights to Peru in 2025 have landed at New Jorge Chávez International Airport in Lima.

Chile: In December 2025, U.S. officials conducted one removal flight to Chile, bringing the 2025 total to nine flights. Prior to 2025, there had been no previous flights to Chile since at least 2020 when tracking began. Removal flights to Chile started in May 2025, with June and August each seeing two removal flights. Since September, removal flights to Chile have continued at a pace of one flight per month. The majority of these flights have taken place on Omni charter planes, while the first two flights of the year took place on GlobalX planes. All U.S. removal flights to Chile have involved multi-country routes, which result in long flight times in which individuals remain physically restrained the entire journey, including layovers and fuel stops. The removal flights originated in Alexandria, Louisiana and Harlingen, Texas; all flights landed at Arturo Merino Benítez International Airport in Santiago.

Argentina: In December 2025, U.S. officials conducted one removal flight to Argentina, bringing the 2025 total to six flights. In addition to this month, three removal flights were carried out in September

and two flights in June 2025, while there had previously been no removal flights to Argentina since at least 2020 when tracking began. Removal flights to Argentina have involved multi-country routes that include removal stops in Peru, Ecuador, or Brazil. These routes result in longer flight times during which individuals remain physically restrained for long periods of time. U.S. removal flights to Argentina originated in Alexandria, Louisiana and Harlingen, Texas, landing at Ministro Pistarini International Airport in Buenos Aires.

Brazil: In December 2025, U.S. officials conducted four removal flights to Brazil, the same number of flights as the previous month, bringing the 2025 total to 37 flights. According to [local reporting](#), more than 3,000 Brazilians have returned to Brazil as deportees from the United States since January of this year—more than double the number in 2024 when the Biden administration removed 1,600 Brazilians on 16 removal flights. Removal flights to Brazil have taken place on multi-country routes that, since August, have all originated in Alexandria, Louisiana and conduct removals to Colombia before stopping to Brazil. These routes result in longer flights during which individuals remain physically restrained throughout the entire journey. U.S. removal flights to Brazil initially landed at Pinto Martins–Fortaleza International Airport in Fortaleza, but since August 2025, removal flights have been landing at Confins–Tancredo Neves International Airport in Belo Horizonte.

Nigeria: In December 2025, U.S. officials conducted two removal flights to Nigeria, the highest monthly total in 2025. From January 20 to December 31, the Trump administration carried out a record eight removal flights to Nigeria—a marked increase from the two flights carried out during the same period in 2024. Removal flights to Nigeria have been conducted on small, 14-seat Journey or Gryphon jets, as well as large Omni charter planes that involve multi-country removal stops. Additionally, a July removal flight to Nigeria took place on a C-17 military aircraft. U.S. removal flights to Nigeria typically originate in Mesa, Arizona and Harlingen, Texas; all flights landed at Murtala Muhammed International Airport in Lagos.

Ghana: In December 2025, U.S. officials carried out two removal flights to Ghana, bringing the 2025 total to a record 11 flights—a significant increase from 2024 when there were no removal flights to Ghana. Of the 2025 total, five removal flights took place on small 14-seat jets (Journey and Gryphon), four on Omni charter planes, and two on C-17 military aircraft. Additionally, at least four removal flights to Ghana were forced third-country transfers—carrying [an estimated 60 non-Ghanaians to the country](#). However, there were no confirmed third-country transfers to Ghana in December. In 2025, the majority of U.S. removal flights to Ghana originated in Phoenix, Arizona, while around 30 percent originated from Alexandria, Louisiana and Harlingen, Texas; all flights landed at Kotoka International Airport in Accra.

Liberia: In December 2025, U.S. officials carried out one removal flight to Liberia, bringing the 2025 total to a record eight removal flights to Liberia—a significant increase from the three flights conducted over the same period in 2024. Prior to 2025, the previous yearly high was in 2023 when there were six removal flights. The December flight took place on an Omni charter plane and involved multiple removal stops including Ghana, Nigeria, Cameroon, and Kenya. Typically, removal flights to Liberia are carried out on small Journey or Gryphon planes, which have capacity for 14 passengers. However, a July removal flight to Liberia took place on a C-17 military aircraft that stopped at the

Guantanamo Naval Base prior to landing in Liberia. The majority of U.S. removal flights to Liberia originated in Phoenix, Arizona, while the most recent flight departed from Harlingen, Texas; all flights landed at Roberts International Airport near Monrovia.

Cameroon: In December 2025, U.S. officials conducted one removal flight to Cameroon, bringing the 2025 total to five flights – up from the two removal flights in 2024. Of the 2025 total, three removal flights took place on Omni charter planes, one on a small, 14-seat Gryphon jet, and one on a C-17 military aircraft. Removal flights to Cameroon typically originate in Harlingen, Texas and Mesa, Arizona; all flights landed at Yaoundé Nsimalen International Airport in Yaoundé.

Kenya: In December 2025, U.S. officials carried out a record four removal flights to Kenya – up from the two flights in November and the single flight in October. From January 20 to December 31, the Trump administration conducted a record of 10 removal flights to Kenya – a marked increase from the two removal flights carried out over the same period in 2024. Of the 2025 total, seven flights took place on small 14-seat jets (Journey and Gryphon), while the remaining three took place on Omni charter planes that involved multi-country removal stops. Notably, the December removal flight to Kenya took place on an Omni plane that stopped in Liberia, Ghana, and Cameroon before landing in Kenya. These multi-country routes result in excruciatingly long flight times with individuals remaining physically restrained throughout the entire journey. In 2025, U.S. removal flights to Kenya originated in Harlingen, Texas; Alexandria, Louisiana; and Mesa, Arizona – all flights landed at Jomo Kenyatta International Airport in Nairobi.

Russia: In December 2025, U.S. officials removed Russian nationals to Russia via a layover transfer in Egypt. On December 7, an Omni ICE Air charter flight carrying the Russians left Phoenix, Arizona and landed in Egypt following fuel stops. The Russian nationals were subsequently put on an Egyptian charter flight—tracked by ICE Flight Monitor—and [transferred to Moscow, Russia](#). In 2025, the Trump administration conducted three such flights. Prior to the December flight, [Russians asylum seekers were removed from the United States then forcibly transferred to Russia by Egyptian authorities](#) after ICE Air flights landed in Cairo, Egypt in June and August.

Iran: In December 2025, U.S. officials removed Iranian nationals via a layover transfer to Iran, involving an Omni charter plane to Kuwait. [Around 50 Iranian nationals](#) were flown from Phoenix, Arizona to Kuwait on an Omni ICE Air charter flight and subsequently put on a Kuwaiti charter flight to Tehran, Iran. There were two such flights in 2025. Prior to December, an ICE Air flight carried [55 Iranians to Qatar](#) in late September, where they were then transferred to Iran on a Qatari charter flight. These removal flights are part of a broader [U.S.-Iran agreement](#) to deport some 400 Iranian nationals from the United States.

India: U.S. removal flights to India have increased significantly under the second Trump administration. From January 20 to December 31, U.S. officials carried out a record 14 removal flights to India. The Indian government [reported](#) that 3,258 Indian nationals were removed from the United

States from January to November 2025.¹³ The 2025 totals compare to the five flights that took place in 2023 and 2024 combined, when the Biden administration [reportedly](#) removed 1,985 Indians.

In December 2025 alone, ICE Air conducted two removal flights to India—down from the three removal flights in November, but up from the single flight in October. All removal flights in December took place on Omni charter planes and involved multi-country routes. Since late February 2025, U.S. removal flights to India have landed at Indira Gandhi International Airport in New Delhi.

China: In December 2025, U.S. officials conducted one removal flight to China. From January 20 to December 31, the Trump administration carried out two removal flights to China – down from the five flights that took place over the same period in 2024. In 2025, U.S. removal flights to China were conducted on Omni charter planes originating in Dallas, Texas and Alexandria, Louisiana. The two removal flights landed at Fuzhou Changle International Airport in Fuzhou.

Laos: In December 2025, U.S. officials conducted one removal flight to Laos, bringing the 2025 total to six flights. The December flight was carried out on an Omni charter plane and involved a multi-country route. These routes typically result in long journeys where individuals remain in shackles for an extended period of time throughout flight times, layovers, and fuel stops. The [removal flight to Laos on December 18](#) involved a grueling journey lasting over 34 hours. Notably, this flight initially departed El Paso, Texas for Baltimore, Maryland on December 15, but returned to El Paso after 19 hours before taking off again the following day. This means that individuals boarded the initial flight and remained in shackles for 19 hours before resuming the additional 34-hour journey the following day. Of the 2025 total, five flights were conducted on Omni charter planes, while the remaining flight was conducted on a C-17 military aircraft that also involved a multi-country route. Prior to this year, U.S. officials conducted one removal flight to Laos on a small jet in September 2022. U.S. removal flights to Laos originated in El Paso, Texas; Alexandria, Louisiana; and Phoenix, Arizona – all flights landed at Wattay International Airport in Vientiane.

Vietnam: In December 2025, U.S. officials carried out one removal flight to Vietnam – down from the three flights in November. December’s removal flights bring the 2025 total to eight flights. All removal flights to Vietnam in December took place on Omni charter planes and involved multi-country routes. These routes result in excruciatingly long journeys where individuals remain physically restrained throughout the flight, including layovers and fuel stops. The [removal flight to Vietnam on December 18](#) involved a grueling journey lasting over 37 hours. Notably, this flight initially departed El Paso, Texas for Baltimore, Maryland on December 15, but returned to El Paso after 19 hours before taking off again the following day. This means that individuals boarded the initial flight and remained in shackles for 19 hours before resuming the additional 37-hour journey the following day. Prior to this year, U.S. officials conducted two removal flights to Vietnam in 2021 and 2023. U.S. removal flights to Vietnam in 2025 originated in El Paso, Texas; Alexandria, Louisiana; and Phoenix, Arizona—all flights landed at Noi Bai International Airport in Hanoi.

¹³ Of the 3,258 Indian nationals removed in 2025, 2,032 were removed on regular commercial flights, while 1,226 were removed on ICE Air and U.S. military flights, according to local reports.

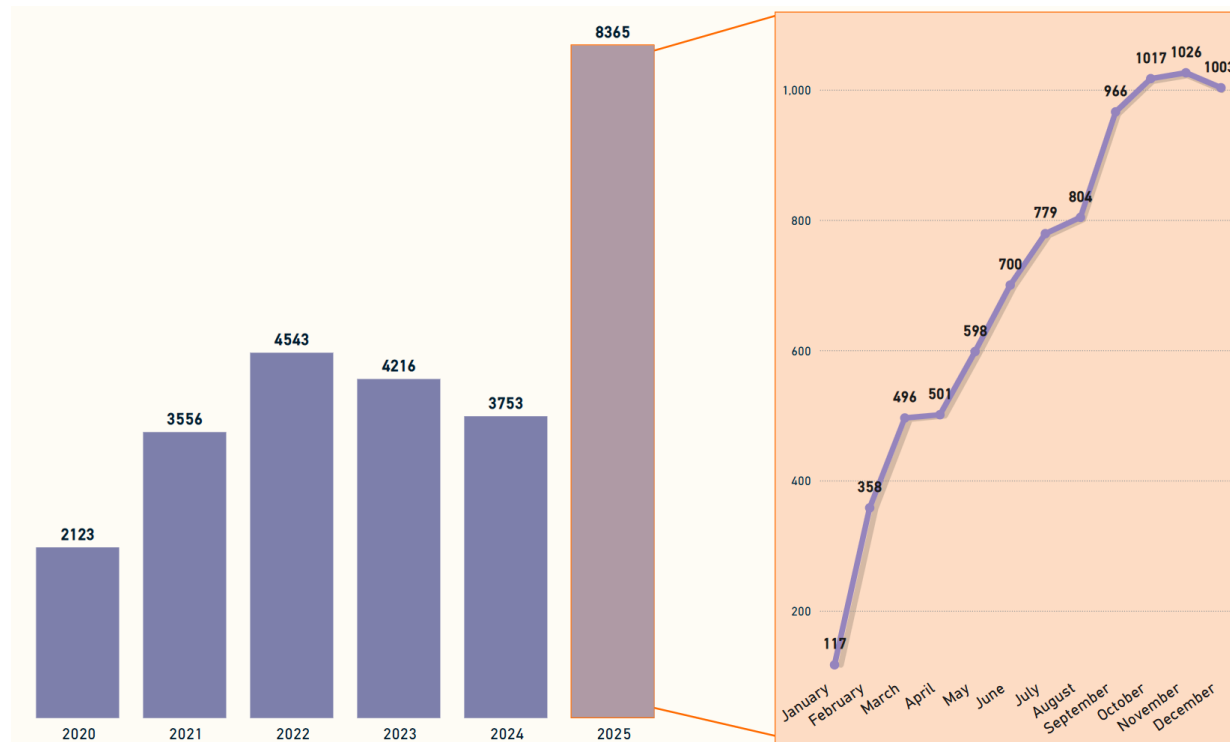
Domestic Transfer (“Shuffle”) Flights

I. Overview

This report defines domestic transfers (“shuffles”) as the transport of individuals—on ICE-chartered planes and U.S. Coast Guard aircraft—between U.S. detention centers, including to Puerto Rico or the U.S. Guantanamo Bay Naval Base, and deportation staging facilities, which are located in Mesa, Arizona; Alexandria, Louisiana; Miami, Florida; El Paso and Harlingen, Texas. These flights are not directly tied to a same-day removal flight.

The Trump administration’s mass deportation campaign has driven a dramatic increase in interior enforcement operations and detention. Over the past 12 months, this escalation has resulted in a sharp rise in both the scale and reach of domestic transfer flights (“shuffles”). Between January 20 and December 31, there were a staggering 8,365 shuffle flights, a 123 percent increase from the 3,753 flights in the same period in 2024. This includes 1,003 flights in December 2025 (see Figure 9).

Figure 9: Total Domestic Shuffle Flights - Year over Year Comparison (January 20 - December 31)



Source: ICE Flight Monitor

The increase in domestic shuffle flights under the second Trump administration raises serious concerns as individuals are frequently moved far from their families and legal representation, often isolated in facilities with harsh conditions. These concerns are amplified by reports that conditions on domestic transfer flights are punitive and dehumanizing. [Flight attendants on ICE charters have described being instructed to deprive passengers of food and water](#), with strict controls imposed on these basic necessities—even for children.

A key factor behind the rise of domestic shuffle flights is an increase in the number of aircraft used by ICE for shuffle flights. The increase was in part enabled by the use of additional planes under new and existing ICE Air carriers subcontracted under CSI Aviation. The top domestic transfer flight locations in December included Alexandria, Louisiana; Harlingen, Texas; El Paso, Texas; Phoenix, Arizona; and Youngstown, Ohio. Routine ICE Air connection flights have also been tracked to multiple cities across the United States, including in Jacksonville, and Miami, Florida; Newark, New Jersey; and San Diego, California—where domestic transfers occur at least three times per week.

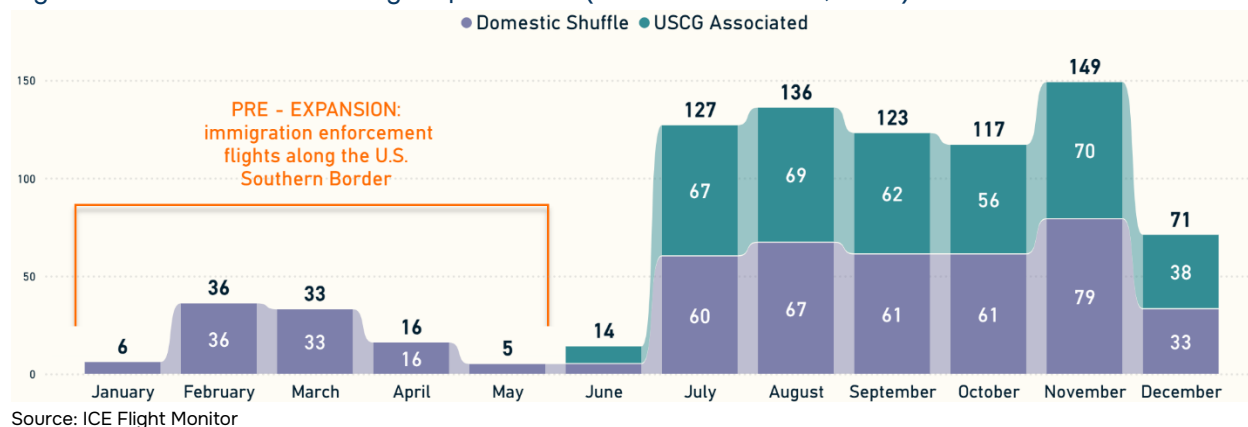
II. Use of Coast Guard Aircraft for Shuffle Flights

Between June and December, there were at least 366 domestic shuffles conducted on U.S. Coast Guard planes. In December, at least 33 domestic shuffle flights were carried out using Coast Guard aircraft – a 58 percent decrease from the 79 domestic shuffle flights that took place in November and a 46 percent decrease from the 61 flights recorded in both September and October. This decline is due to a drop in the number of days U.S. Coast Guard planes operated ICE flights. In December, Coast Guard planes operated ICE flights on 14 days of the month – down by half from the 29 days Coast Guard aircraft were used to carry out ICE routes. Notably, since December 21, ICE Flight Monitor has not tracked ICE flights on U.S. Coast Guard aircraft (at the time this report was published). Coast Guard planes typically seat 27 passengers, and [according to a media report from mid-November](#), DHS had reportedly transported more than 7,300 individuals on U.S. Coast Guard planes in 2025.

In 2025, at least 833 Coast Guard flights have been redirected from core missions to support immigration enforcement within the United States. This includes flying empty planes on the way to pick up individuals for transport to ICE hubs or deportation staging locations. In December, there were 38 such flights – a 46 percent decrease from the 70 flights in the previous month and a 32 percent decrease from 56 flights in October.

The Trump administration started using limited Coast Guard support for ICE operations at the beginning of the year, [issuing press releases](#) that stated the agency’s involvement. Between January and May 2025, the project tracked Coast Guard aircraft conducting ICE flights, primarily between border cities in Texas and California. During this time period, U.S. Coast Guard planes were involved in transporting individuals along the southern border.

Figure 10: U.S. Coast Guard Flights per Month (As of December 31, 2025)



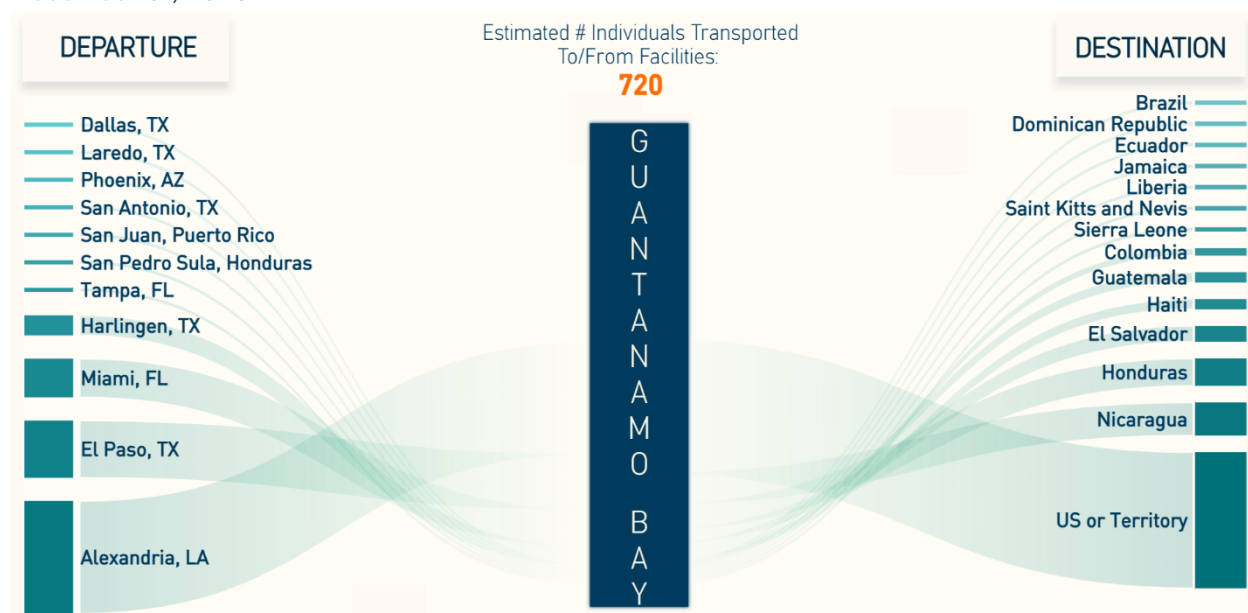
By June 2025, there was a noticeable shift in the use of Coast Guard planes for U.S. immigration enforcement, expanding operations to support small-scale domestic transfers between interior detention centers and deportation staging facilities, primarily in Alexandria, Louisiana, and Harlingen, Texas. In August 2025, DHS referenced the expanded operations in a single [X post](#).

Guantanamo Naval Base: Hub for Removal and Shuffle Flights

On December 14, 2025, ICE Air flights to the U.S. Guantánamo Naval Base (GTMO) resumed after a two-month pause, marking the first transfer of migrants to the GTMO offshore detention facilities since October 17. There were two shuffle flights to GTMO in December. The first flight carried 22 Cubans to be detained at GTMO, despite ICE Flight Monitor tracking a deportation flight to Cuba four days later. ICE Flight Monitor has documented multiple other instances in which nationals were transferred to GTMO despite routine deportation flights to their countries of origin. Following the second flight, our understanding is that the GTMO census of detained migrants was 40; as of January 9, when this report was published, it had risen to 54 – the highest level since June 2025, when it also stood at 54 detained migrants.

In February 2025, the Trump administration began these transfers of migrants and asylum seekers—many of whom were previously in immigration detention on U.S. soil—to GTMO. Since then, the Trump administration has conducted at least 91 flights to GTMO. 39 of these flights have continued on to removal destinations after stopping at the naval base, while others have returned to the United States, serving as shuffle flights (see Figure 11).

Figure 11: Guantanamo Bay Inbound and Outbound Immigration Enforcement Flights (As of December 31, 2025)



Source: ICE Flight Monitor

At GTMO, individuals have often been held by military guards, with no access to in-person legal counsel, and under punitive conditions that raise significant human rights concerns. GTMO facilities reportedly have a capacity for around [200 individuals and are staffed by approximately 670 personnel](#) – most of whom are uniformed officials. The financial cost of detention at GTMO is estimated at [\\$100,000 per person, per day](#). Since February, only a total of 720 people have been transferred to the naval base. Despite the extensive personnel, fewer than 40 people have been detained at GTMO at any given time over the past three months.

Mexican and Panamanian Governments' Deportation Flights

ICE Flight Monitor also tracks deportation flights from Mexico and Panama, both of which carry out routine flights that are relevant to the regional context.

I. Mexican Government's Repatriation Flights

The Mexican government carries out removal flights (referred to as “repatriation” flights by the Mexican government, which include both forced removals and voluntary returns) to various countries in Latin America, currently operated by the airline VivaAerobus. Tracking of these flights began in mid-2021, and the scale and frequency of these operations have varied over time.

In March 2023, a deadly fire at a detention center in Ciudad Juárez prompted the Mexican government to significantly reduce the number of repatriation flights. Prior to the incident, Mexico operated 30 to 40 flights per month to five countries. Since then, flight numbers have dropped to the single digits, with flights primarily carried out to Guatemala, Honduras, and Venezuela. Additionally, the Venezuelan government sends their own Conviasa planes to facilitate repatriations of Venezuelan nationals from Mexico.

In December, the Mexican government conducted two repatriation flights to Venezuela, removing 563 Venezuelans. In 2025, Mexico conducted 13 repatriation flights to Venezuela, removing a total of 4,177 Venezuelans (see Figure 12).¹⁴ These are assisted voluntary return flights, primarily carrying Venezuelan nationals who wish to return home. Demand for these flights remains high, with many Venezuelans currently waiting for available seats at times for many months. Decisions to return are likely driven by security risks and repeated detention by Mexican authorities, which particularly affect Venezuelans lacking legal status in Mexico. Mexican deportation flights to Central America stopped in May 2025, yet the Mexican government [continues to repatriate individuals](#) to South and Central America via commercial planes and to deport Central Americans by land.

¹⁴ The number of Venezuelans returned is sourced from Venezuelan local reporting on the Vuelta a la Patria (Return to the Homeland) program.

Figure 12: Mexico's Repatriation Flights and Destinations per Month (January - December 31, 2025)

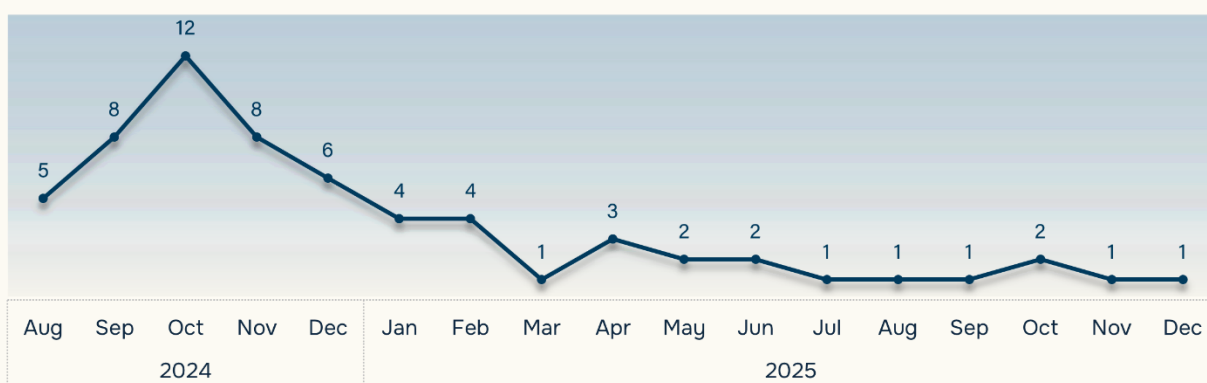


Source: ICE Flight Monitor

II. Panamanian Government's Deportation Flights

The government of Panama conducts deportation flights under a [July 2024 Memorandum of Understanding with the United States](#) – the first known agreement in which the U.S. directly funds another country's removal operations. These flights are currently operated by Panama Air. Between August 2024 and December 2025, Panama carried out 62 U.S.-funded deportation flights (see Figure 13), primarily to Colombia and Ecuador, with a small number of flights to India (2), Vietnam (1), and Cameroon (1).

Figure 13: U.S. Funded Panama Deportation Flights per Month (August 2024 - December 31, 2025)



Source: ICE Flight Monitor

In December 2025, the Panamanian government [announced](#) that it planned to conduct its first direct 'voluntary return' flight carrying 70 Venezuelans to Caracas on December 22nd. However, the flight to Venezuela [was canceled](#) days before takeoff after the Venezuelan government revoked its approval. In December, Panama carried out one flight to Colombia—the same number as in the previous months, but a significant decrease from the 12 flights conducted in October 2024. This decline closely mirrors the sharp drop in irregular crossings through the Darién Gap, which fell from [25,111 in September 2024](#) to just [41 people in September 2025](#).



About Human Rights First: Human Rights First is a nonprofit, nonpartisan international human rights organization founded in 1978 to address the lack of legal protection for refugees and asylum seekers. We work alongside human rights defenders, hold human rights abusers accountable, fight for the conditions that uphold democracy, and provide tools that bring the power of AI and advanced technologies to justice and human rights movements.

Human Rights First is based in Los Angeles, New York, and Washington D.C.

Methodology

Data is collected using several open-source flight tracking platforms that provide real-time and historical information about aircraft movements, allowing for the independent identification of flights potentially associated

with immigration enforcement. Identifying flights as ICE-related or otherwise associated with immigration enforcement requires a multi-layered process. ICE Flight Monitor analyzes aircraft registration numbers, recurring flight routes, patterns of operation, and known ICE detention center and destination locations. To ensure the accuracy and integrity of the findings, ICE Flight Monitor cross-references flight data with public records, media reports, and observations from trusted partner organizations.

Data Revisions and Corrections: Following the publication of each report, corrections may be made as new findings arise. This report includes some retroactive updates to data from the previous month. For the most updated versions of our data, please see ICE Flight Monitor's most recent report.

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Appendix

Confirmed Third Country Transfer Flights (January 1 - December 31, 2025)

Date	Plane	Carrier	Origin City	Destination
Wednesday, February 12, 2025	C-17	U.S. Military	San Diego, CA	Panama
Friday, February 14, 2025	C-17	U.S. Military	San Diego, CA	Panama
Saturday, February 15, 2025	C-17	U.S. Military	San Diego, CA	Panama
Thursday, February 20, 2025	A320	GlobalX	San Diego, CA	Costa Rica
Tuesday, February 25, 2025	B737	Eastern Air Express	Yuma, AZ	Costa Rica
Saturday, March 15, 2025	A320	GlobalX	Harlingen, TX	El Salvador
Saturday, March 15, 2025	A320	GlobalX	Harlingen, TX	El Salvador
Saturday, March 15, 2025	A320	GlobalX	Harlingen, TX	El Salvador
Monday, March 31, 2025	C-17	U.S. Military	Guantanamo Bay, Cuba	El Salvador
Sunday, April 13, 2025	C-17	U.S. Military	Guantanamo Bay, Cuba	El Salvador
Wednesday, April 30, 2025	B788	Uzbekistan Airways	New York, NY	Uzbekistan
Friday, July 04, 2025	C-130	U.S. Military	Ambouli, Djibouti	South Sudan ¹
Tuesday, July 15, 2025	C-130	U.S. Military	El Paso, TX	Eswatini ²
Saturday, August 16, 2025	GLF5	Journey	San Antonio, TX	Rwanda
Sunday, August 17, 2025	GLF5	Journey	Miami, FL	Rwanda
Friday, September 05, 2025	C-17	U.S. Military	Alexandria, LA	Ghana
Thursday, September 11, 2025	B763	OMNI	Phoenix, AZ	Ghana
Sunday, October 05, 2025	GLF4	Journey	Alexandria, LA	Eswatini
Friday, October 10, 2025	A320	GlobalX	Harlingen, TX	Guatemala
Friday, October 10, 2025	A320	GlobalX	Alexandria, LA	Honduras
Monday, October 13, 2025	B762	OMNI	Phoenix, AZ	Ghana
Friday, November 7, 2025	B762	OMNI	Alexandria, LA	Ghana
Tuesday, November 18, 2025	B763	OMNI	Phoenix, AZ	Poland
Monday, November 24, 2025	GLF5	Journey	Alexandria, LA	Equatorial Guinea

1. Individuals were held at a U.S. military base in Djibouti for more than a month before being transferred to South Sudan.

2. Individuals on this route departed El Paso on a Journey GLF5, July 14th. The aircraft connected first in Ireland and then Djibouti, wherein a C-130 military aircraft completed the last removal flight leg to Eswatini.

U.S. Immigration Enforcement Flights by ICE Carrier (January 1 - December 31, 2025)

In addition to regular enforcement flight categories, this data includes "relocation" flights, wherein carriers relocate from a hub to facilitate a transfer or removal.

Carrier	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Air Charter Express						5						
Avelo					116	214	238	291	318	314	244	213
Eastern Airlines			3	5		7	8	34	41	40	34	34
Eastern Air Express	70	80	199	225	264	192	293	277	256	309	423	432
GlobalX	421	418	542	549	644	703	610	621	610	506	510	567
Gryphon		24	4	15	21	6	3					
Journey						3	2	21	27	11	38	29
Key Lime									83	192	162	177
OMNI	2	2	3	7	17	38	21	25	56	51	52	54
World Atlantic	16		4			1						

Total U.S. Immigration Enforcement Flights (January 1, 2020 – December 31, 2025)

Date	Domestic Shuffle	Removal	Removal Related	Grand Total
2025	8521	2201	3039	13761
January	273	109	152	534
February	358	126	154	638
March	496	134	180	810
April	501	126	200	827
May	598	190	295	1083
June	700	209	282	1191
July	779	207	282	1268
August	804	241	337	1382
September	966	224	274	1464
October	1017	199	264	1480
November	1026	212	302	1540
December	1003	224	317	1544
2024	3975	1564	2183	7722
January	345	130	164	639
February	307	137	187	631
March	303	133	184	620
April	349	128	181	658
May	380	151	208	739
June	347	143	185	675
July	339	145	204	688
August	359	135	185	679
September	320	105	155	580
October	313	123	187	623
November	299	107	157	563
December	314	127	186	627
2023	4436	1482	2135	8053
January	340	83	121	544
February	366	127	192	685
March	389	145	233	767
April	440	117	188	745
May	436	106	167	709
June	354	122	194	670
July	315	99	151	565
August	476	153	227	856
September	397	127	178	702
October	361	135	157	653
November	283	140	171	594
December	279	128	156	563
2022	4785	1416	1779	7980

Date	Domestic Shuffle	Removal	Removal Related	Grand Total
January	362	112	137	611
February	275	112	132	519
March	331	128	169	628
April	362	115	157	634
May	455	142	215	812
June	331	139	171	641
July	308	142	167	617
August	399	140	147	686
September	436	107	121	664
October	492	83	110	685
November	523	101	130	754
December	511	95	123	729
2021	3659	1049	1416	6124
January	149	81	123	353
February	127	70	111	308
March	270	49	78	397
April	368	39	58	465
May	245	47	57	349
June	255	35	49	339
July	344	47	66	457
August	458	97	138	693
September	352	193	224	769
October	364	137	180	681
November	321	133	176	630
December	406	121	156	683
2020	2225	1009	1611	4845
January	191	92	149	432
February	210	101	159	470
March	264	91	134	489
April	152	47	81	280
May	192	60	106	358
June	204	68	114	386
July	178	82	143	403
August	164	70	120	354
September	192	100	158	450
October	175	132	192	499
November	149	83	124	356
December	154	83	131	368
Grand Total	27601	8721	12163	48485

U.S. Immigration Removal Flights by Country (January 1 – December 31, 2025)

Country	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Guatemala	31	24	35	23	48	51	54	43	56	54	55	58	532
Honduras	24	22	33	16	35	43	49	37	55	39	48	50	451
Mexico	14	13	22	32	30	17	17	72	9	17	18	31	292
El Salvador	8	11	14	13	17	22	22	12	13	16	14	13	175
Ecuador	9	7	6	5	6	9	9	9	9	8	7	11	95
Colombia	12	7	6	5	5	5	9	7	6	10	9	7	88
Venezuela		3	3	6	10	8	9	9	7	10	8	3	76
Nicaragua	2	2	2	3	5	5	6	5	10	8	10	9	67
Dominican Republic	2	2	2	4	3	4	5	4	5	4	4	5	44
Peru	2	4	2	2	3	5	4	5	4	5	3	5	44
Brazil	2	2	2	2	2	2	4	4	4	5	4	4	37
Costa Rica		2				2	1	3	3	2	2	2	17
Jamaica	1	1	1	1	1	2	2	2	2	2	1	1	17
India		4	1	1				1	1	1	3	2	14
Bahamas					2	2	1	2	2	2	2	1	14
Cuba	1	1	1	1	1	1	1	1	1		2	1	12
Haiti		1	1	1	1	2	1	1	1	1	1	1	12
Ghana						1	1	1	3	1	2	2	11
Kenya		1		1		1	1				2	4	10
Mauritania		1		1	3	1	1	1	1				9
Chile					1	2		2	1	1	1	1	9
Vietnam					1			1	1	2	3	1	9
Nigeria		1			1	1	1		1	1		2	8
Liberia		1		1		1	1		1		2	1	8
Senegal					3	1		3					7
Nepal			1	1		1			1		1	1	6
Argentina						2			3			1	6
Bangladesh				1		1		1	1		1	1	6
Guinea		1		1		1	1		1		1		6
Laos					1			1	1	1	1	1	6
Cameroon		1				1	1		1			1	5
Uzbekistan				1	1			1	1	1			5
Georgia		1						1	1	1	1		5
Pakistan		1		1				1	1	1			5
Angola		1			1	1	1			1			5
Sierra Leone					1		1		2				4
Trinidad and Tobago			1		1	2							4
Cote d'Ivoire						1			1		1	1	4
Chad		1			1		1						3
Belize					1	2							3

Country	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
China	1					1						1	3
Panama		3											3
Egypt		1				1		1					3
Saint Lucia			1		1	1							3
Mali		1			1				1				3
Togo		1			1	1							3
Russia						1		1				1	3
Benin		1			1				1				3
Azerbaijan								1	1		1		3
Albania		1									1		2
Gambia				1				1					2
Kazakhstan								1	1				2
Marshall Islands						1		1					2
Dem Rep of Congo						1			1				2
Cambodia									1	1			2
Jordan		1						1					2
Rwanda								2					2
Iran									1			1	2
Equatorial Guinea							1				1		2
Armenia									1	1			2
Burkina Faso		1							1				2
Eswatini							1			1			2
Poland											1		1
Antigua and Barbuda						1							1
Zambia									1				1
England								1					1
Sri Lanka										1			1
South Sudan							1						1
Kyrgyzstan									1				1
Tajikistan					1								1
Zimbabwe									1				1
Greece				1									1
Morocco										1			1
Mozambique									1				1
Bulgaria											1		1
Romania								1					1
Kosovo				1									1
Guyana						1							1
Saint Kitts and Nevis									1				1
Total	109	126	134	126	190	209	207	241	224	199	212	224	2201

U.S. Immigration Enforcement Flight Departure Cities (January 1 – December 31, 2025)

Totals include Shuffle Flights, Removal Flights, and Removal Flight Connections. “YoY Change” column reflects percent change from the same period in 2024; blank values indicate that there were no outbound flights from that city in the 2024 period.

Departure City	# Outbound Flights	YoY % Change
Alexandria, LA	2431	104%
Harlingen, TX	1939	101%
El Paso, TX	1132	116%
Phoenix, AZ	778	43%
Miami, FL	438	234%
San Antonio, TX	421	-13%
Youngstown, OH	398	
San Diego, CA	281	-15%
Jacksonville, FL	220	424%
Newark, NJ	207	314%
Dallas, TX	159	960%
Columbus, GA	149	38%
Houston, TX	148	40%
Denver, CO	137	85%
Victorville, CA	131	228%
Kansas City, MO	130	177%
Richmond, VA	128	156%
Bedford, MA	127	144%
Las Vegas, NV	124	107%
Seattle, WA	115	125%
Killeen, TX	108	
San Pedro Sula, Honduras	105	133%
Minneapolis, MN	99	450%
Salt Lake City, UT	99	
Gary, IN	93	82%
Buffalo, NY	89	68%
Ypsilanti, MI	88	
Baltimore, MD	87	
Guantanamo Bay, Cuba	83	
Omaha, NE	80	371%
Tampa, FL	64	6300%
Gadsden, AL	63	
Indianapolis, IN	61	
Ochopee, FL	50	
Mercer, NJ	48	
Guatemala City, Guatemala	47	

Departure City	# Outbound Flights	YoY % Change
San Juan, Puerto Rico	46	475%
Harrisburg, PA	45	-17%
Lake City, FL	44	
Laredo, TX	44	-87%
Reno, NV	38	
Springfield, MO	38	
Diass, Senegal	34	386%
Abilene, TX	31	138%
Nashville, TN	28	
Portsmouth, NH	28	833%
Toledo, OH	28	-45%
Guayaquil, Ecuador	27	
Bogotá, Colombia	25	
Charlotte, NC	22	
Comayagua, Honduras	22	
Atlanta, GA	18	1700%
Albuquerque, NM	17	
Yuma, AZ	17	-82%
San Salvador, El Salvador	16	700%
Santo Domingo, Dominican Republic	16	
Bakersfield, CA	15	650%
Oklahoma City, OK	13	
Knoxville, TN	11	
Bucharest, Romania	10	100%
Charleston, WV	10	
Tucson, AZ	10	-96%
Tuscaloosa, AL	10	
Accra, Ghana	9	
Universal City, TX	9	
Yakima, WA	9	350%
Brownsville, TX	8	100%
Callao, Peru	8	
Belo Horizonte, Brazil	7	
Cairo, Egypt	7	
Nassau, Bahamas	7	
New Orleans, LA	7	600%

Departure City	# Outbound Flights	YoY % Change
Cincinnati, OH	6	
Delhi, India	6	
Doha, Qatar	6	
Mission, TX	6	-97%
Tirana, Albania	6	500%
Vientiane, Laos	6	
Aguadilla, Puerto Rico	5	25%
Boise, ID	5	
Everglades City, FL	5	
Ikeja, Nigeria	5	400%
Los Angeles, CA	5	
Monrovia, Liberia	5	400%
Nouakchott, Mauritania	5	25%
Nsimalen, Cameroon	5	400%
Orlando, FL	5	
Dhaka, Bangladesh	4	
Guam	4	100%
Kingston, Jamaica	4	33%
New York, NY	4	
Tashkent, Uzbekistan	4	33%
	3	
Belize City, Belize	3	
Cap-Haitien, Haiti	3	
Chaklala, Pakistan	3	
Chicago, IL	3	
Clearwater, FL	3	
Conakry, Guinea	3	200%
Greensboro/High Point, NC	3	
Kathmandu, Nepal	3	
Lungi, Sierra Leone	3	200%
N'Djamena, Chad	3	200%
Piarco, Trinidad and Tobago	3	
Saint Croix	3	
Simal, Azerbaijan	3	
Sofia, Bulgaria	3	
Tallahassee, FL	3	
Tbilisi, Georgia	3	0%
Yerevan, Armenia	3	
Ambouli, Djibouti	2	
Anchorage, AK	2	-60%

Departure City	# Outbound Flights	YoY % Change
Angola	2	0%
Cancun, Mexico	2	100%
Detroit, MI	2	
Fort Worth, TX	2	-75%
Fortaleza, Brazil	2	
Lafayette, LA	2	
Lome, Togo	2	100%
Maiquetia, Venezuela	2	
Mexico City, Mexico	2	
Niagra Falls, NY	2	
Phnom Penh, Cambodia	2	
Plattsburgh, NY	2	
Portland, ME	2	
Riverside, CA	2	
Saint Lucia	2	
San Jose, Costa Rica	2	
State College, PA	2	
Villahermosa, Mexico	2	
Wichita, KS	2	-75%
Abidjan, Cote d'Ivoire	1	
Banjul, Gambia	1	
Barbados/Bridgetown, Barbados	1	
Boston, MA	1	
Colombo, Sri Lanka	1	
Columbus, OH	1	
Cotonou, Benin	1	
Dover, DE	1	
Ekibastuz, Kazakhstan	1	
Eugene, OR	1	
Harare, Zimbabwe	1	0%
Honolulu, Hawaii	1	0%
Hot Springs, AR	1	
Kinshasa, Dem Rep of Congo	1	0%
Kuwait City, Kuwait	1	
Lusaka, Zambia	1	0%
Manuas, Brazil	1	-94%
Marshall Islands	1	
Memphis, TN	1	
Mobile, AL	1	
Monroe, LA	1	

Departure City	# Outbound Flights	YoY % Change
North Platte, NE	1	
Ontario, CA	1	0%
Ouagadougou, Burkina Faso	1	
Panama City, Panama	1	0%
Philadelphia, PA	1	
Presque Isle, ME	1	
Pristina, Kosovo	1	
Raleigh, NC	1	
Santiago, Chile	1	
Seoul, South Korea	1	0%

Departure City	# Outbound Flights	YoY % Change
Shannon, Ireland	1	
Shreveport, LA	1	0%
St. John's, Antigua and Barbuda	1	
St. Louis, MO	1	
Suffolk, England	1	
Topeka, KS	1	
Traverse City, MI	1	
Warsaw, Poland	1	
Washington, DC	1	
Wrightstown, NJ	1	

U.S. Immigration Enforcement Flight Destination Cities (January 1 – December 31, 2025)

Totals include Shuffle Flights, Removal Flights, and Removal Flight Connections. “YoY Change” column reflects percent change from the same period in 2024; blank values indicate that there were no outbound flights from that city in the 2024 period.

Destination City	# Inbound Flights	YoY % Change
Alexandria, LA	1994	150%
Harlingen, TX	1410	201%
El Paso, TX	1033	121%
Phoenix, AZ	640	45%
Guatemala City, Guatemala	532	5%
San Pedro Sula, Honduras	452	41%
Miami, FL	402	265%
Youngstown, OH	386	
San Diego, CA	272	-17%
San Antonio, TX	235	19%
Newark, NJ	206	312%
Jacksonville, FL	196	367%
San Salvador, El Salvador	175	47%
Dallas, TX	159	960%
Houston, TX	147	37%
Columbus, GA	145	34%
Villahermosa, Mexico	145	
Denver, CO	137	83%
Victorville, CA	132	230%
Richmond, VA	128	156%
Bedford, MA	124	138%

Destination City	# Inbound Flights	YoY % Change
Las Vegas, NV	124	110%
Tapachula, Mexico	117	
Seattle, WA	116	132%
Kansas City, MO	106	121%
Killeen, TX	102	
Salt Lake City, UT	99	
Minneapolis, MN	98	444%
Gary, IN	95	86%
Guayaquil, Ecuador	95	-17%
Guantanamo Bay, Cuba	91	
Buffalo, NY	89	68%
Bogotá, Colombia	88	-30%
Omaha, NE	80	371%
Ypsilanti, MI	79	
Maiquetia, Venezuela	76	1800%
Managua, Nicaragua	67	158%
Indianapolis, IN	59	
Mercer, NJ	49	
Harrisburg, PA	45	-17%
Callao, Peru	44	69%
Lake City, FL	44	

Destination City	# Inbound Flights	YoY % Change
Santo Domingo, Dominican Republic	44	42%
Laredo, TX	41	-88%
Tampa, FL	41	4000%
Baltimore, MD	38	
Reno, NV	38	
Springfield, MO	35	
Abilene, TX	30	131%
Mexico City, Mexico	30	-80%
San Juan, Puerto Rico	30	650%
Nashville, TN	27	
Toledo, OH	27	-48%
Ochopee, FL	26	
Portsmouth, NH	25	
Comayagua, Honduras	24	
Belo Horizonte, Brazil	22	38%
Charlotte, NC	21	
Atlanta, GA	19	1800%
Albuquerque, NM	18	
Kingston, Jamaica	17	42%
San Jose, Costa Rica	17	
Yuma, AZ	17	-82%
Bakersfield, CA	15	650%
Nassau, Bahamas	14	
Fortaleza, Brazil	13	
Oklahoma City, OK	13	
Havana, Cuba	12	0%
Accra, Ghana	11	
Cap-Haitien, Haiti	11	83%
Delhi, India	11	
Detroit, MI	11	
Nairobi, Kenya	10	400%
Hanoi, Vietnam	9	
Nouakchott, Mauritania	9	80%
Santiago, Chile	9	
Tucson, AZ	9	-96%
Yakima, WA	9	350%
Ikeja, Nigeria	8	300%
Monrovia, Liberia	8	167%
Diass, Senegal	7	133%
Brownsville, TX	6	100%

Destination City	# Inbound Flights	YoY % Change
Buenos Aires, Argentina	6	
Dhaka, Bangladesh	6	500%
Kathmandu, Nepal	6	200%
Knoxville, TN	6	
New Orleans, LA	6	
Vientiane, Laos	6	
Angola	5	150%
Boise, ID	5	
Chaklala, Pakistan	5	
Conakry, Guinea	5	400%
Mission, TX	5	-97%
Nsimalen, Cameroon	5	150%
Orlando, FL	5	
Tashkent, Uzbekistan	5	67%
Tbilisi, Georgia	5	67%
Cairo, Egypt	4	0%
Lungi, Sierra Leone	4	300%
Piarco, Trinidad and Tobago	4	
	3	
Amritsar, India	3	0%
Bamako, Mali	3	
Belize City, Belize	3	
Cotonou, Benin	3	
Fuzhou, China	3	
Greensboro/High Point, NC	3	
Lome, Togo	3	200%
Moscow, Russia	3	
N'Djamena, Chad	3	50%
New York, NY	3	
Panama Pacifico, Panama	3	
Port Bouet, Cote d'Ivoire	3	0%
Saint Lucia	3	
Simal, Azerbaijan	3	
Wrightstown, NJ	3	
Aguadilla, Puerto Rico	2	-50%
Amman, Jordan	2	
Banjul, Gambia	2	
Charleston, WV	2	
Doha, Qatar	2	
Ekibastuz, Kazakhstan	2	

Destination City	# Inbound Flights	YoY % Change
Everglades City, FL	2	
Kigali, Rwanda	2	
Kinshasa, Dem Rep of Congo	2	0%
Lafayette, LA	2	100%
Little Rock, AR	2	
Manuas, Brazil	2	
Marshall Islands	2	
Mswatini, Eswatini	2	
Niagara Falls, NY	2	
Ouagadougou, Burkina Faso	2	
Phnom Penh, Cambodia	2	
Plattsburgh, NY	2	
Portland, ME	2	
Riverside, CA	2	
State College, PA	2	
Tallahassee, FL	2	
Tehran, Iran	2	
Tirana, Albania	2	-33%
Wichita, KS	2	-75%
Yerevan, Armenia	2	
Abidjan, Cote d'Ivoire	1	
Athens, Greece	1	
Bangor, ME	1	
Basseterre, Saint Kitts and Nevis	1	
Bishkek, Kyrgyzstan	1	
Bissau, Guinea	1	
Boston, MA	1	
Bucharest, Romania	1	-75%
Casablanca, Morocco	1	
Colombo, Sri Lanka	1	
Dover, DE	1	

Destination City	# Inbound Flights	YoY % Change
Dushanbe, Tajikistan	1	0%
El Centro, CA	1	
Fayetteville, AR	1	
Harare, Zimbabwe	1	0%
Jasionka, Poland	1	
Juba, South Sudan	1	
Kuwait City, Kuwait	1	
Lusaka, Zambia	1	0%
Malabo, Equatorial Guinea	1	
Maputo, Mozambique	1	
Memphis, TN	1	
Monroe, LA	1	
North Platte, NE	1	
Ontario, CA	1	0%
Philadelphia, PA	1	
Port-au-Prince, Haiti	1	-67%
Presque Isle, ME	1	
Pristina, Kosovo	1	
Punta Europa, Equatorial Guinea	1	
Raleigh, NC	1	
Saint Croix	1	
Shannon, Ireland	1	
Shreveport, LA	1	0%
Sofia, Bulgaria	1	
St. John's, Antigua and Barbuda	1	
St. Louis, MO	1	
Suffolk, England	1	
Timehri, Guyana	1	
Topeka, KS	1	
Washington, DC	1	