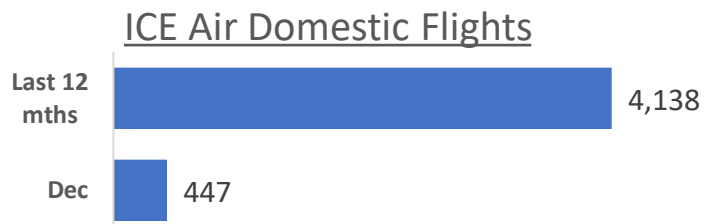
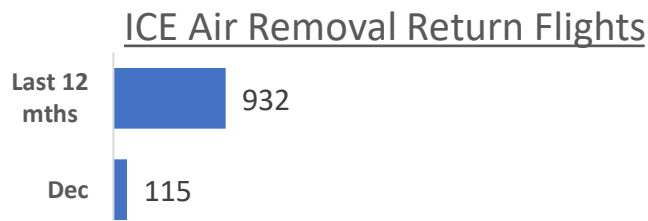
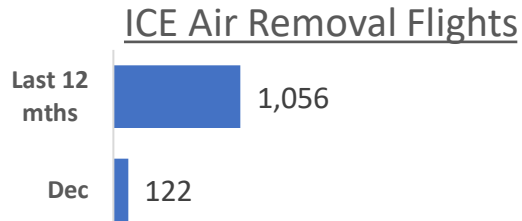
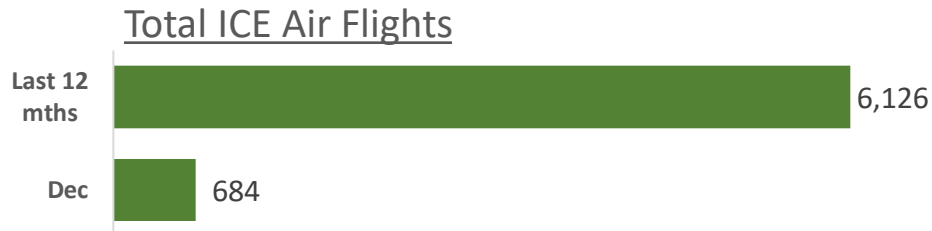


ICE Air Flights

December 2021 and Last 12 Months



- January 4, 2022

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Thomas Cartwright: MS Financial Theory, University of Illinois. Retired EVP JPMorgan (38 years) with focus in management, strategic planning and analysis and financial management. For 4 years post retirement Tom performed strategic consulting assignments for Financial Industry leading clients. In retirement, Tom has dedicated his time to world refugee advocacy in the field and in Washington D.C. His work includes hands-on volunteering in refugee camps in Greece and our Southwest Border.

S.C. : Senior Research Analyst: BS Sociology, University of Chicago. 25 years of experience in strategic and business analytics at a Fortune Top 50 Company.

Witness at the Border, an all-volunteer organization, shines a light on the cruelty and inhumanity of current immigration policy; we bear witness to the human rights abuse of asylum seekers and refugees. Witnesses hail from across the country and abroad.

From the Tornillo, TX and Homestead, FL Child Detention Centers to the Brownsville/Matamoros border, many have stood as witnesses in solidarity with the victims of these policies; to witness and report on the mass incarceration of innocent children and the practice of forcing asylum-seekers to wait in Mexico for their day in a tent court presided over by a remote judge on video, and to be faced with denial, without due process, of their legal rights to seek asylum and protection. To witness ICE Air fly those seeking protection from our country into danger and darkness, often in countries other than their own. Over 16,000 people follow Witness At The Border Facebook page and over 5,000 on Twitter.

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

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

ICE AIR EXECUTIVE SUMMARY – DECEMBER 2021

- 10,970 TOTAL ICE AIR FLIGHTS LEGS OPERATED IN 2020 + 2021. SINCE INAUGURATION: 5,865 TOTAL FLIGHTS (53%).
- 2,064 REMOVAL FLIGHTS OPERATED IN 2020 + 2021. SINCE INAUGURATION: 998 REMOVAL FLIGHTS (48%).
- 6,126 TOTAL ICE AIR FLIGHT LEGS OPERATED IN 2021, UP 1,282 (26%) FROM 2020.
- 1,056 REMOVAL FLIGHTS OPERATED IN 2021, UP 48 (5%) FROM 2020.
- 413 LATERAL FLIGHTS IN 2021 (STARTED IN MARCH), TO MOVE PEOPLE ALONG THE BORDER TO EXPEL OR COMPLETE PROCESSING.

2021 and 2020

The **10,970 flights represent around 900,000 seats filled with people fleeing to us for help over the past 2 years** who have, for the most part, been expelled, deported, or placed in detention centers. (pages 16-18; 27-29).

With **2 full years** of history, we have a **reasonable comparison of the migration policies and practices of the Trump and Biden Administrations**, each with approximately a year of observations. Although the implements of rejection are somewhat different with Title 42 (T42) being implemented in mid-March 2020, the **impacts appear to me to differ little between Administrations**, as I think is illustrated in this report.

Although the **increase in removal flights of 48 (5%) may seem small, it is incredibly disappointing** in light of the change in Administrations, and the hopes so many of us had based on **promises made during the campaign and transition to implement a more compassionate and just border policy**, none of which we have seen in action, and worse yet, in planning for the future.

There were **some significant changes from 2020 in removal destinations** in 2021, most notably, the **decrease in flights to the Northern Triangle Countries of Guatemala (-63; 26%), Honduras (-51; 26%), and El Salvador (-21; 19%)**. Unfortunately, this decrease of 135 flights was **more than offset by the 143 flights to Villahermosa and Tapachula** that resulted in chain expulsions of an estimated over 14,000 people, primarily Guatemalans and Hondurans, expelled first by US to southern Mexico by air, and then expelled by Mexico by land to Guatemala. In neither case were these people afforded their legal right to assert their rights to seek protection. (More detail follows below in Southern Mexico section).

As these flights to southern Mexico ramped up, **flights to the interior of Mexico to repatriate Mexican nationals fell by 85 (33%)**. This decrease was **more than offset by the largest mass deportation campaign in 5 decades with 154 removal flights to Haiti**, up from 37 in 2020, that **expelled over 15,000 Haitians**. (More detail follows below in Haiti section.)

Shuffle flights, those flights not directly connected to a removal route, increased to 1,434 (64%) in 2021, driven in part by the implementation of **413 lateral flights moving people along the border**. Noting here that only 1 leg is counted as a lateral flight when it could well be that there is a related return with people as well. The rest of the increase is related to moving people from the border to interior detention centers and then back with some for expulsion/deportation.

It is important to note that although the writer is focusing on ICE Air, **only about 15% of expulsions were by air over the last 5 months, with a full 85% still effected by expulsion by land into Mexico**. In fact, before the chain expulsion flights to Tapachula and Villahermosa, replaced in November and December with direct T42 flights to Guatemala and Honduras, I estimate only about 5% of expulsions were by air.

DECEMBER 2021

Total Flights of 684 in December, utilizing 29 different planes operated by 6 different charter carriers, ranks as the 3rd highest month out of 24, behind September 2021 at 766 and August 2021 at 695, and just 1 ahead of October 2021. **December of 2021 was a massive 316 (86%) flights higher than December 2020**. Flight totals for the last quarter of 2021 alone were only about 10% less than the totals for the entire first half of 2021. (pages 16,17)

Removal Flights in December of 122 were down slightly by 15 (11%) from November but ranked as the 4th highest month in 2021 behind September, October and November at 192, 139, 137, respectively. The total of the last 4 months (590) represents 56% of all of 2021, and is **192 (48%) higher than the same period last year**. (pages 16,18)

Removal destinations with the biggest increases in December were **Haiti (up 20) and Honduras (up 16)**, These increases were offset by decreases in flights to **Guatemala (down 17), Villahermosa (15), and El Salvador and Tapachula (each down 5)**. **We understand that T42 flights to El Salvador may be paused**. These things change rapidly, however.

The total of removals to just 3 countries, Honduras (30), Haiti (29), and Guatemala (26), account for 70% of all removal flights. Adding El Salvador (9) and the 9 flights to 3 Mexican interior cities (Guadalajara (4), Mexico City (3), and Morelia (2)), we account for 84% of all removal flights in December.

Honduras began accepting direct T42 flights right at the very end of November or beginning of December. Prior to this change, Hondurans expelled by air were subjected to chain expulsions into Guatemala from ICE flights to Villahermosa, Mexico. The change is evident in the numbers as **flights to Honduras increased by 16 (114%) in December to 30, and at the same time, flights to Villahermosa stopped after the 8 Dec flight and decreased 15 (75%) in December**, almost the exactly the same as the increase in T42 direct flights to Honduras. (pages 17-28)

Moreover, the Government of Guatemala reports that **returns of Hondurans to the El Ceibo, Guatemala reception center dropped from 5,546 in November to 1,877 in December**. The ICE flight chain expulsions could well have contributed to around ½ of this decrease. In September and October, El Ceibo received 6,728 and 6,544 Hondurans, respectively.

Haiti conditions based on the [United States Department of State](#):

“Do not travel to Haiti due to kidnapping, crime, civil unrest, and COVID-19...Country Summary: Kidnapping is widespread and victims regularly include U.S. citizens. Kidnappers may use sophisticated planning or take advantage of unplanned opportunities, and even convoys have been attacked...Violent crime, such as armed robbery and carjacking, is common. Travelers are sometimes followed and violently attacked and robbed shortly after leaving the Port-au-Prince international airport...Protests, demonstrations, tire burning, and roadblocks are frequent, unpredictable, and can turn violent...Local police generally lack the resources to respond effectively to serious criminal incidents...U.S. government personnel are discouraged from walking in Port-au-Prince and other neighborhoods. “

A deep declining trend in return flights to Haiti was reversed in December with 29 flights that followed 58, 21, and 9 in September, October and November, respectively. Moreover, 25 of the 29 occurred in the last ½ of the month, after 13 December. About 3,170 Haitians were returned in December with about 2,750 in the last ½ of the month. (pages 13,17,28)

Since 19 September there have been 116 ICE return flights to Haiti expelling around 12,400 Haitians of which 56% were men, 26% women and 18% children. When other countries are included, there have been over [16,000 Haitians returned since 19 September](#).

Since the inauguration there have been 152 likely ICE return flights returning around 15,300 people. There were 2 prior to inauguration which brings the total for 2021 to 154, up 117 (316%) from 2020.

In December, 27 of the 29 flights departed from Laredo with only 2 from Alexandria, LA, reflecting that **Laredo is the location where processing is completed for Haitians and a driving factor for the significant increase in lateral flights (and buses not quantified) to Laredo from other sectors like Yuma and El Paso** (see Lateral Flight section below). Since 19 September there have been 67, 35, and 8 departures to Haiti from Laredo, Harlingen (none in December) and Alexandria, respectively. 4 departed from San Antonio and 2 from Brownsville.

It is reasonable to think that encounters of Haitians in December will be higher than the 1,015 in November and 905 in October, perhaps by a factor of 6-9x.

Guatemala flights fell in November to 26 from the 21-month high of 43 in November, and below each month since September when direct T42 flights started on the 2nd. Flights in September and October were 34 and 37, respectively. As mentioned earlier, flights expelling Guatemalans to Tapachula, MX stopped in November after only 5 flights (down 10 from October). (pages 17,28)

Consistent directionally with the flight change, the Government of Guatemala reported that the number of Guatemalans delivered to their reception center in Tecún Úman dropped from 4,323 in November to 1,798 in December (through 29th), a drop of 2,525, or 58%. This in spite of Mexican internal deportation flights to Tapachula remaining unchanged in December (Mexican Flight section).

We do not have encounter and expulsion data for December, so it is unclear if more Guatemalans are being expelled by land into Mexico or if there were fewer encounters in December which I believe will be the case, although October and November encounters were very consistent at around 20,000 with expulsions also consistent at around 13,000. (pages 9-11)

Southern Mexico ICE flights have now been paused with flights of Guatemalans to Tapachula ending on 5 November and flights of Hondurans to Villahermosa ending 8 December. Since these flights started on 5 August there were a total of 143 flights (Villahermosa 87; Tapachula 56), most likely subjecting over 14,000 people to chain refoulement and expulsion, first to Mexico by air and then from Mexico by land to Guatemala. (page 17)

Ecuador flights have decreased as encounters have fallen dramatically since visa requirements were implemented on 20 August. Encounters of Ecuadorans fell from 17,611 in August to 555 in November, and flights from 11 in September to 5 in December, 2 of which were coupled with flights to other countries. That said, at 130 people per plane the returns would be a **small fraction of encounters and it is unclear if flights** included expulsions, deportations, or expedited removal returns, or a combination of all, although our understanding is that no other countries accept T42 flights other than Guatemala, Honduras, Haiti, or Mexico to Tapachula or Villahermosa. The total number of Ecuadorans subject to T42 in August and September was almost 12,000.

Lateral Flights soared in December to 72 from 28 in November, just under August at 74, the highest month since they began in March. Flights to El Paso remained the same at 23, but flights to Laredo shot up from 5 to 31. Tucson and San Diego again accepted flights in December at 12 and 6, respectively. We understand that, in all cases 50 – 100 people are expelled based on Mexico's approval day by day. (pag8)

Of the 72 flights, 42 departed from Yuma, with 16 bound for Laredo (where all Haitians complete processing, and as mentioned above where many are expelled from by air), **12 for Tucson, 8 for El Paso, and 6 for San Diego.** Of the remaining 30 departures 15 were from El Paso to Laredo, 14 were from Harlingen to El Paso, and 1 from Del Rio to El Paso. In total, Laredo accepted 31 lateral flights, El Paso 23, Tucson 12, and San Diego 6. In general, the people on flights to Laredo have their processing done in Laredo and relieve capacity issues in other cities.

Based on the increase in flights from Yuma from 12 to 42 it certainly **supports an increase in encounters in that sector which in November totaled 21,708**, of which 76% were comprised of Venezuelans (32%), Brazilians (21%), Cubans (14%), and Colombians (9%). **I anticipate a much higher number of Haitians here in December than the 347 in November.**

Mexican Visa requirements for Brazil (and now T42 flights) and Venezuela have the potential to reduce encounters of people from these countries who reportedly have flown into Mexico without visa requirements. The Government of Mexico did announce visa requirements for Brazil beginning on 11 December. Encounters of Brazilians from September - November were 10.5k, 7.9k, and 7.0k, respectively. We understand that Brazil now accepts T42 flights so we are watching for an increase.

It has been reported that Mexico would also begin to require visas for citizens of Venezuela, however, it appears there has not yet been an official announcement as there was for Ecuador and Brazil, and there has been reporting from Venezuela that it not been decided. **It could just**

be pending a decision after the holidays. Encounters of Venezuelans from September - November were 10.8k, 13.4k and 20.3k, respectively. None are returned by air by ICE because of country conditions.

It also has [been reported](#) that there are discussions between the US and Colombia for Colombia to accept deportations of Venezuelans who have been under TPS-like status or who were “regularized” in Colombia. It is unclear if there are active discussions, but our understanding is that there have been no Venezuelans deported to Colombia through the last flight there on 30 December.

Mexico Operated Removal Flights remained at low levels in December. Since May, we have documented 274 Magnicharter flights related to Tapachula and out-of-country flights deportation flights. Please read the caveat on tracking these on page 12. [It was recently reported that over the last 23 months INAMI paid Magnicharter 670 million pesos \(US\\$32 million\)](#) for 552 deportation-related flights.

There were **12 Magnicharter (Mexico ICE Air) flights to Tapachula, the same as November** and down meaningfully from 31 in August and 29 in September. Flights to **Honduras were down to 5 in December from 10 in November** and 7 in October. Flights to **Guatemala were up just 1 to 3** in December, but down from 6 in September. **No flights were observed to El Salvador (down 2), or to Haiti (down 1)**. There were **2 likely expulsion flights to Ecuador, the first ones** observed since we started tracking in May, perhaps a result of the new visa requirements. (page 12)

DECEMBER FLIGHT SUMMARY

In December, there were 684 likely ICE Air flights, up 50 (8%) from November, and down 82 (11%) from the record high 766 in September. Still, up 316 (86%) from same month on 2020. Removal related flights decreased by 15 (11%), while domestic shuffle flights decreased by 85 (26%), driven by a substantial increase of lateral flights from 28 to 72.

- - 122 removal flights, with 115 return flights, to 12 different countries in Latin America and the Caribbean.
- - 41 domestic flights connecting directly to removal flights.
- - 406 domestic shuffle flights between deportation locations.
- - 406 domestic flights (connections and shuffle flights).
- - **Since President Biden’s inauguration there have been 5,865 likely ICE Air flights** including 998 removal flights. Including just 3/4th of the lateral flights as expulsion flights would yield 1,308 return flights.

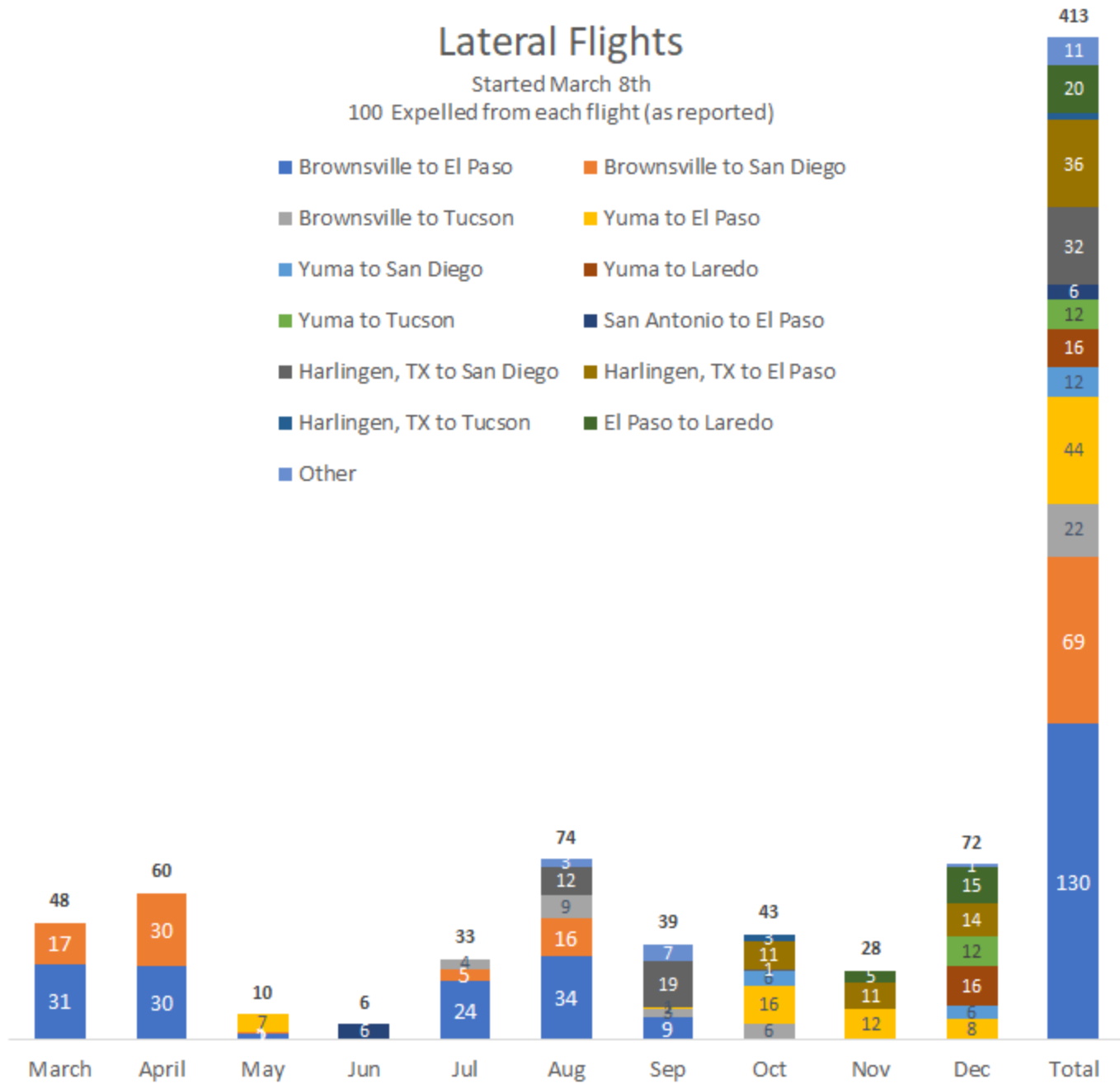
Full Year 2021

- - 1,056 removal flights, with 932 return flights, to at least 19 countries in Latin America, the Caribbean, Africa and Vietnam.
- - 479 domestic flights connecting directly to removal flights.
- - 3,659 domestic shuffle flights between removal locations.
- - 4,138 domestic flights (connections and shuffle flights).
- - 6,126 total flights
- In 2021, 40% of flights were return related (removal, return and connections) and 60% were domestic shuffle flights.

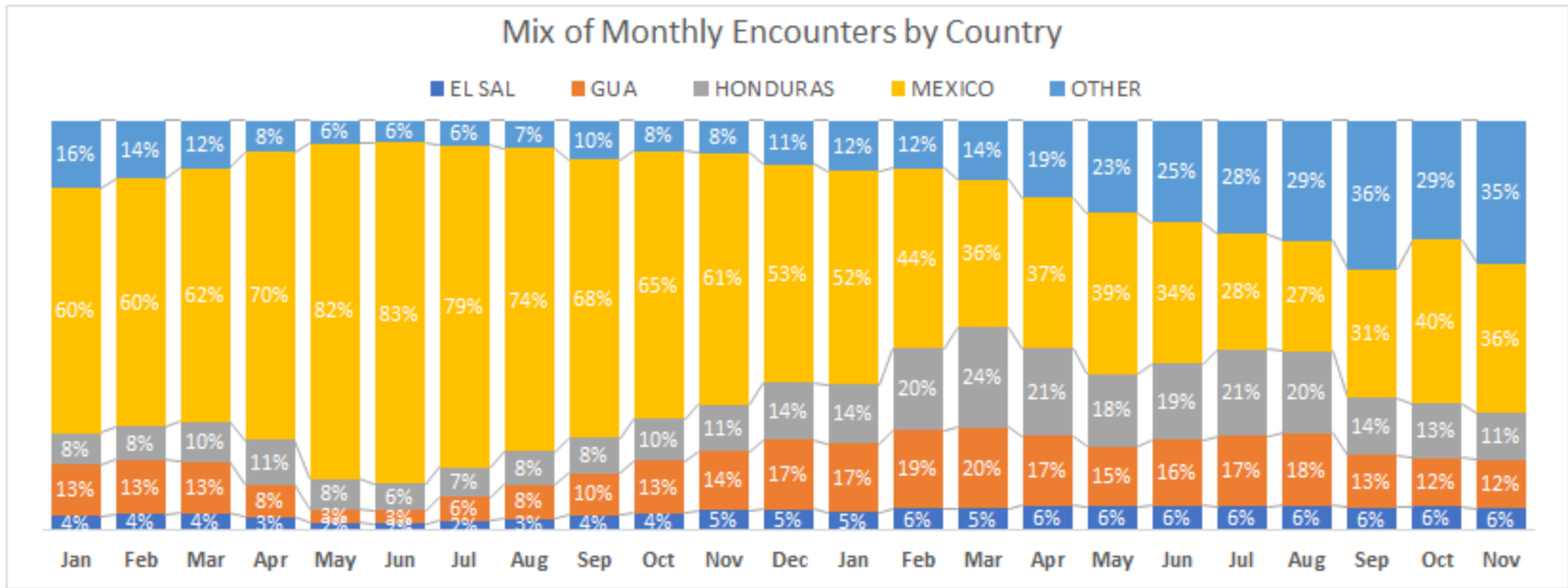
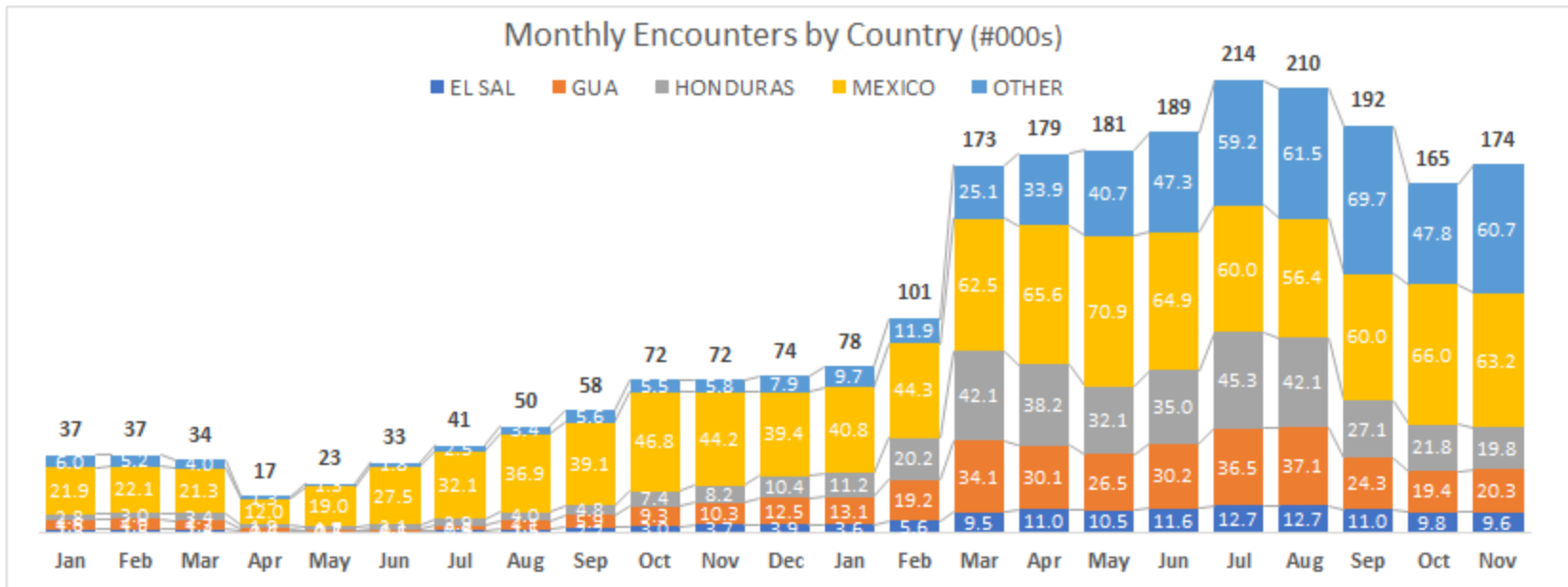
Lateral Flights

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

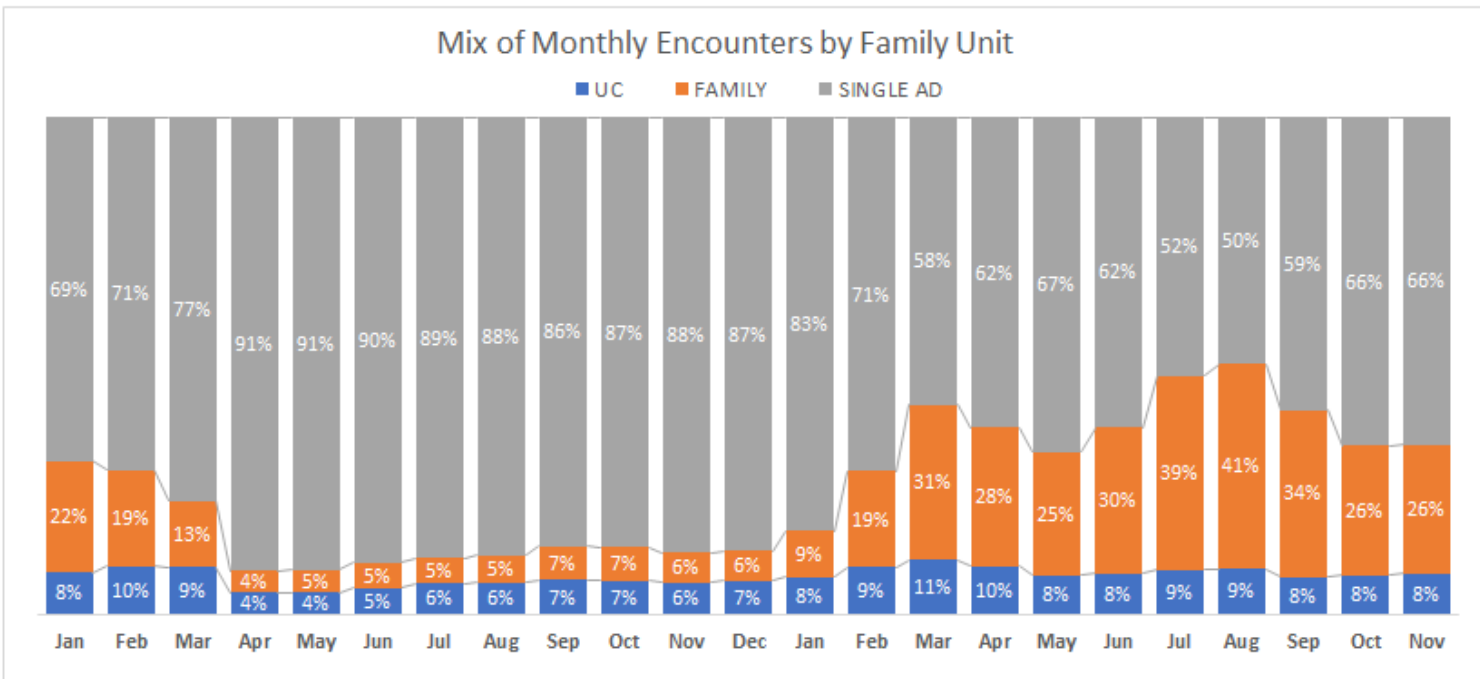
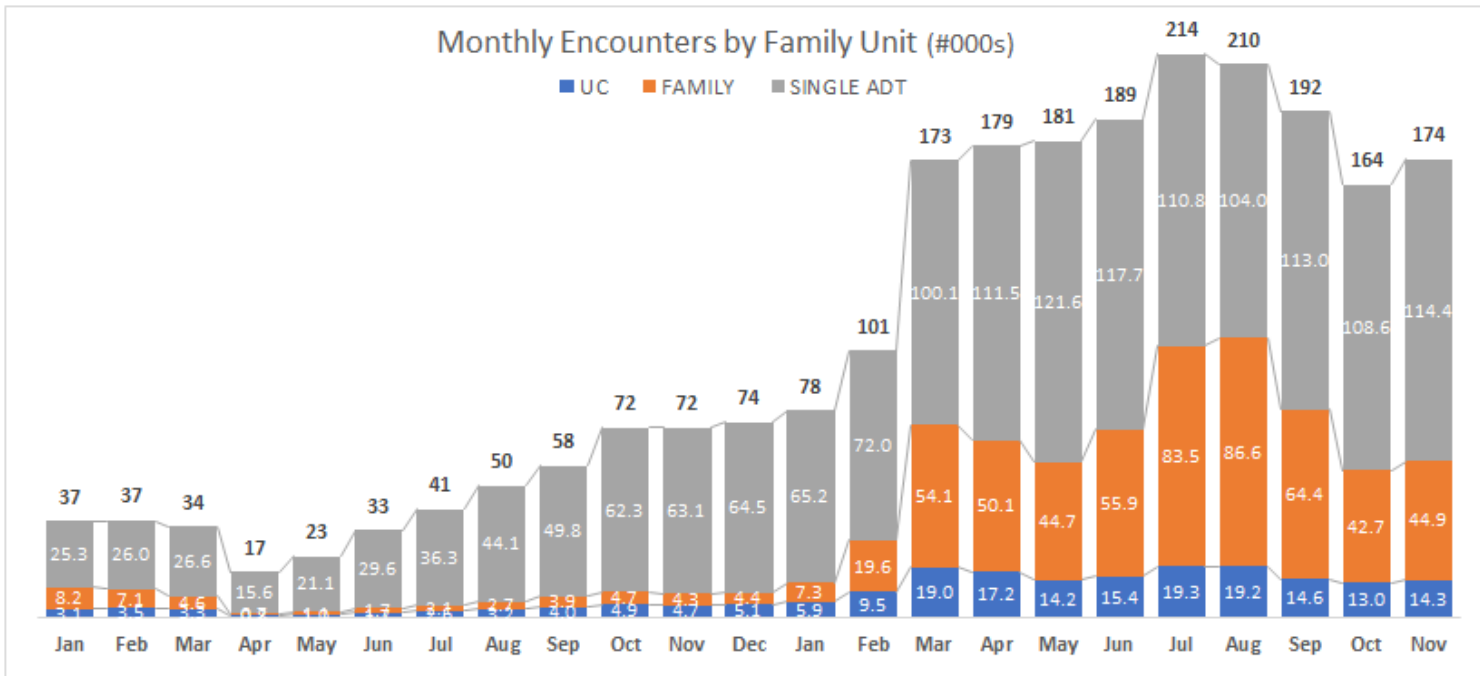
- Brownsville to El Paso
- Brownsville to San Diego
- Brownsville to Tucson
- Yuma to El Paso
- Yuma to San Diego
- Yuma to Laredo
- Yuma to Tucson
- San Antonio to El Paso
- Harlingen, TX to San Diego
- Harlingen, TX to El Paso
- Harlingen, TX to Tucson
- El Paso to Laredo
- Other



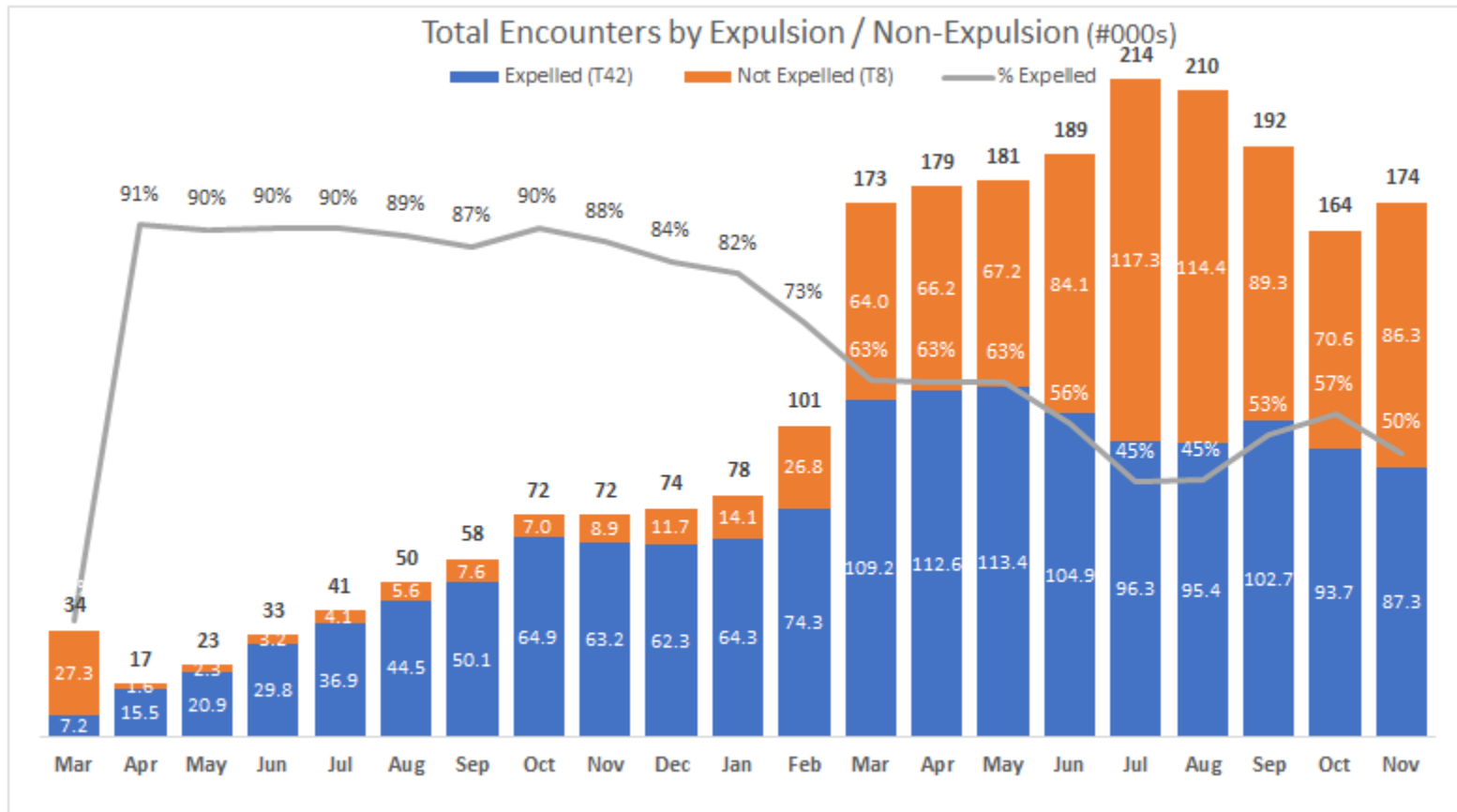
Excludes Return Legs



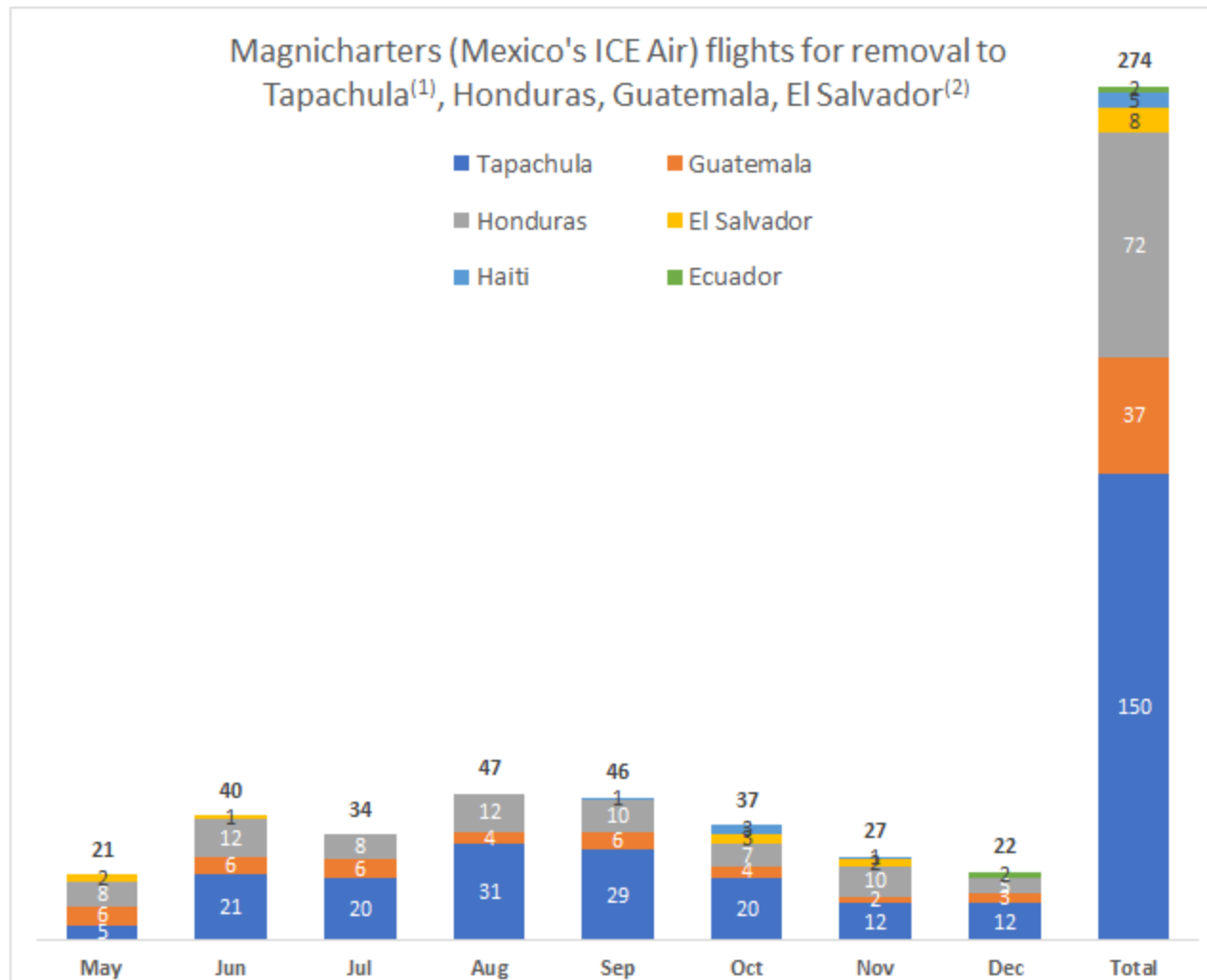
Customs and Border Patrol Encounters at the Southern Border.



Customs and Border Patrol Encounters at the Southern Border.



Customs and Border Patrol Encounters at the Southern Border.



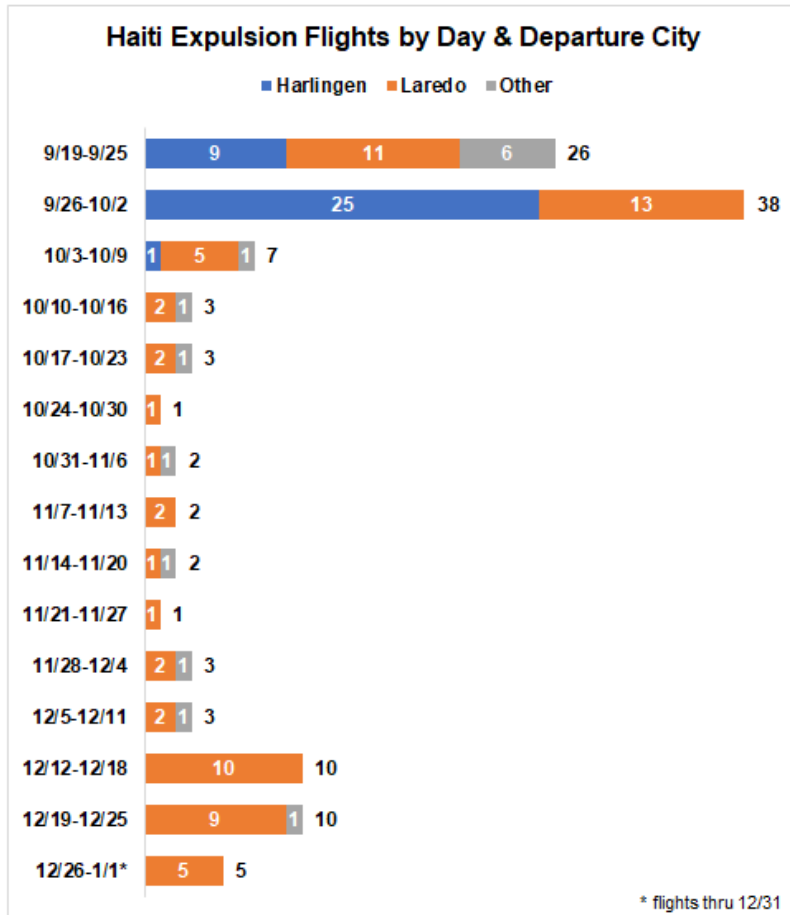
(1) Magnicharters does not file flight plans and does not seem to operate transponder "pings" all of the time so these are difficult to track. These include pings in Tapachula, either as arrivals or departures, but there is no double count. There may be instances where there is not even a ping in Tapachula, so these numbers should be read as a minimum. Based on a Reuter's article on 15 Aug a source indicated 100 such flights in total.

(2) Magnichartes does file flight plans for out of country flights, so these are captured quite accurately.

Note: 9 plane tail numbers (registration numbers) have been identified for Magnicharters and these are the planes that were tracked. Based on a Reuter's article on 15 Aug, a source indicated 100 such flights in total. It was not clear in the article if that included all return flights, or only those for Tapachula.

ICE Air Expulsion Flights to Haiti

Sept 19th through Dec 31st



Departure and Arrival Cities

Flights To

Flights From	Flights To		Total	% of Total
	Port-au-Prince, Haiti	Cap-Haitien, Haiti		
Laredo, TX	55	12	67	58%
Harlingen/San Benito, TX	28	7	35	30%
Alexandria, LA	7	1	8	7%
San Antonio, TX	4	0	4	3%
Brownsville, TX	0	2	2	2%
Total	94	22	116	100%
% of Total	81%	19%	100%	

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

People To

People From	People To		Total	% of Total
	Port-au-Prince, Haiti	Cap-Haitien, Haiti		
Laredo, TX	5,880	1,283	7,162	58%
Harlingen/San Benito, TX	2,993	748	3,742	30%
Alexandria, LA	748	107	855	7%
San Antonio, TX	428	0	428	3%
Brownsville, TX	0	214	214	2%
Total	10,049	2,352	12,400	100%
% of Total	81%	19%	100%	

TRACKING ICE AIR

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

All the flights of about 100 planes that are potential ICE Air carriers are monitored daily and decisioned as ICE Air flights or not.

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

The domestic analysis is particularly complex in that all 4 potential carriers fly many more non- ICE Air charters domestically than internationally, so establishing business rules to filter to just ICE Air flights becomes much more dependent on understanding the specific planes in the fleets used for ICE Air, the locations of detention centers, regular ICE Air flight patterns, and knowledge of other partners Swift and World Atlantic serve and their common destinations. **As such, the margin of error may be somewhat higher in this domestic analysis than the removal analysis, but we are confident it is within a reasonable margin of error** and, since any errors would most likely occur randomly over time, that the comparative time period analysis is quite sound. In certain very limited cases, such as Cuba, our confidence was not high enough to determine regular flights from removals so we excluded 1Q 2020 all to be conservative. **A pre/early COVID domestic flights comparison can be found in our [“ICE Air 1,677 flights while COVID rages.”](#)**

OUT OF SCOPE

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

FLIGHT CATEGORIZATION

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

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

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

Total ICE Air Flights YTD 2021 – Removal and Domestic

Flight Category	Rolling 12 months												Year To Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L) Pr Mth	% H/(L) Pr Mth	H/(L) Prior 6 mth Avg	% H/(L) Prior 6 mth Avg	H/(L) Prior Yr Ytd	% H/(L) Prior Yr Ytd
1 Removal	81	70	49	39	47	35	46	99	192	139	137	122	1,056	17%	1,056	17%	(15)	(11%)	14	13%	48	5%
2 Removal Connection Total Outbound	<u>52</u>	<u>50</u>	<u>35</u>	<u>26</u>	<u>22</u>	<u>20</u>	<u>28</u>	<u>52</u>	<u>49</u>	<u>54</u>	<u>50</u>	<u>41</u>	<u>479</u>	8%	<u>479</u>	8%	(9)	(18%)	(1)	(3%)	(200)	(29%)
3 Removal	133	120	84	65	69	55	74	151	241	193	187	163	1,535	25%	1,535	25%	(24)	(13%)	13	9%	(152)	(9%)
4 Removal Return	<u>71</u>	<u>61</u>	<u>43</u>	<u>32</u>	<u>35</u>	<u>29</u>	<u>35</u>	<u>86</u>	<u>173</u>	<u>126</u>	<u>126</u>	<u>115</u>	<u>932</u>	15%	<u>932</u>	15%	(11)	(9%)	<u>19</u>	20%	<u>0</u>	0%
5 Total Removal Related	204	181	127	97	104	84	109	237	414	319	313	278	2,467	40%	2,467	40%	(35)	(11%)	32	13%	(152)	(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	453	695	766	683	634	684	6,126	100%	6,126	100%	50	8%	89	15%	1,282	26%
8 Total Domestic (Remove Connect + Shuffle)	201	177	305	394	267	275	372	510	401	418	371	447	4,138	68%	4,138	68%	76	20%	56	14%	1,234	42%
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%)

NB: Each month we send our flight totals, by category, to ICE to confirm or deny that our results are within a reasonable range based on their records. Each month they choose not to confirm, and importantly, they choose not to deny our results. If anything changes this month we will update with a comment.

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

Removal Destination	<i>Rolling 12 months</i>												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	H/(L)	% H/(L)	Prior Yr	% H/(L)
1 Guatemala City, Guat	7	6	5	3	5	3	5	10	34	37	43	26	184	17%	184	17%	(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 Salvador	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	5	7	11	7	6	5	72	7%	72	7%	(1)	(17%)	(2)	(25%)	24	50%
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	1	4	2	4	4	3	21	2%	21	2%	(1)	(25%)	0	6%	5	31%
14 Managua, Nicaragua	2	1	2	1	2	1	1	1	2	1	2	2	18	2%	18	2%	0	0%	1	50%	(1)	(5%)
15 Queretaro, Mexico	8	6	2	0	0	0	0	0	0	0	0	0	16	2%	16	2%	0	n/a	0	n/a	(17)	(52%)
16 Bogota, Colombia	1	1	1	1	1	1	0	2	1	0	2	1	12	1%	12	1%	(1)	(50%)	0	0%	0	0%
17 Kingston, Jamaica	1	1	1	1	1	1	1	1	1	1	1	1	12	1%	12	1%	0	0%	0	0%	1	9%
18 Puebla, Mexico	5	2	0	0	0	0	0	0	0	0	0	0	7	1%	7	1%	0	n/a	0	n/a	(12)	(63%)
19 Piarco, Trinidad	1	0	0	0	1	0	1	0	0	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	1	50%
20 Kenya	1	0	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	(1)	(50%)
21 Timehri, Guyana	0	0	0	0	1	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	(1)	(50%)

Continued on Next Page

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

Removal Destination	<i>Rolling 12 months</i>												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							H/(L)	% H/(L)	H/(L)	% H/(L)	Prior 6
	Pr Mth	Pr Mth	mth Avg	mth Avg	Ytd	Ytd																	
22	Gambia	1	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	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	1	0%	1	0%	0	n/a	0	n/a	1	n/a	
25	Callao, Peru	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(3)	(100%)	
26	Nassau, Bahamas	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)	
27	Dem Rep of Congo	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)	
28	Liberia	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	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	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	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	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	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	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	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	n/a	0	n/a	(1)	(100%)	
37	Cote d'Ivoire	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)	
38	Ghana	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)	
39	San Jose, Costa Rica	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)	
40	Senegal	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	n/a	0	n/a	(1)	(100%)	
42	Total	81	70	49	39	47	35	46	99	192	139	137	122	1,056	100%	1,056	100%	(15)	(11%)	14	13%	48	5%
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%)

ICE Air Removal Departure Cities YTD 2021

	<i>Rolling 12 months</i>																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)	Current Month % H/(L)
Removal Departure																						
1 Mission/McAllen/Edinb, TX	0	0	0	0	0	0	0	29	59	47	45	18	198	19%	198	19%	(27)	(60%)	(12)	(40%)	198	n/a
2 Alexandria, LA	19	13	13	11	13	12	12	6	16	16	22	22	175	17%	175	17%	0	0%	8	57%	(29)	(14%)
3 Laredo, TX	9	12	7	8	9	9	8	9	26	17	14	32	160	15%	160	15%	18	129%	18	131%	80	100%
4 Harlingen/San Benito, TX	0	0	1	0	0	0	0	9	43	27	37	39	156	15%	156	15%	2	5%	20	102%	153	5100%
5 Brownsville, TX	12	11	9	8	11	6	7	21	14	16	0	0	115	11%	115	11%	0	n/a	(11)	(100%)	(115)	(50%)
6 San Diego, CA	11	11	7	1	0	0	8	9	4	3	7	4	65	6%	65	6%	(3)	(43%)	(1)	(23%)	(10)	(13%)
7 Honduras	0	0	4	5	7	3	5	5	10	4	0	1	44	4%	44	4%	1	n/a	(4)	(78%)	21	91%
8 Guatemala City, Guat	3	2	2	2	3	2	2	5	5	1	0	0	27	3%	27	3%	0	n/a	(3)	(100%)	14	108%
9 San Salvador, El Salvador	5	7	0	0	0	1	1	0	3	2	6	2	27	3%	27	3%	(4)	(67%)	(0)	(8%)	15	125%
10 El Paso, TX	12	4	0	1	0	0	0	0	3	1	0	0	21	2%	21	2%	0	n/a	(1)	(100%)	(86)	(80%)
11 Miami, FL	2	4	4	3	1	0	0	0	0	0	2	0	16	2%	16	2%	(2)	(100%)	(0)	(100%)	(21)	(57%)
12 San Antonio, TX	2	2	0	0	0	0	0	2	7	1	0	0	14	1%	14	1%	0	n/a	(2)	(100%)	(8)	(36%)
13 Ecuador	0	0	0	0	0	0	1	2	1	2	4	2	12	1%	12	1%	(2)	(50%)	0	20%	8	200%
14 Phoenix, AZ	2	4	1	0	0	0	0	0	0	0	0	1	8	1%	8	1%	1	n/a	1	n/a	(68)	(89%)
15 Brazil	0	0	0	0	0	0	0	1	0	2	0	1	4	0%	4	0%	1	n/a	1	100%	(3)	(43%)
16 Timehri, Guyana	0	0	0	0	0	2	0	1	1	0	0	0	4	0%	4	0%	0	n/a	(1)	(100%)	4	n/a
17 Port-au-Prince, Haiti	1	0	0	0	1	0	1	0	0	0	0	0	3	0%	3	0%	0	n/a	(0)	(100%)	(4)	(57%)
18 San Juan, Puerto Rico	1	0	0	0	1	0	0	0	0	0	0	0	2	0%	2	0%	0	n/a	0	n/a	(8)	(80%)
19 Kingston, Jamaica	0	0	0	0	0	0	1	0	0	0	0	0	1	0%	1	0%	0	n/a	(0)	(100%)	(1)	(50%)
20 Other	2	0	1	0	1	0	0	0	0	0	0	0	4	0%	4	0%	0	n/a	0	n/a	(92)	(96%)
21 Total	81	70	49	39	47	35	46	99	192	139	137	122	1,056	100%	1,056	100%	(15)	(11%)	14	13%	48	5%
22 # 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

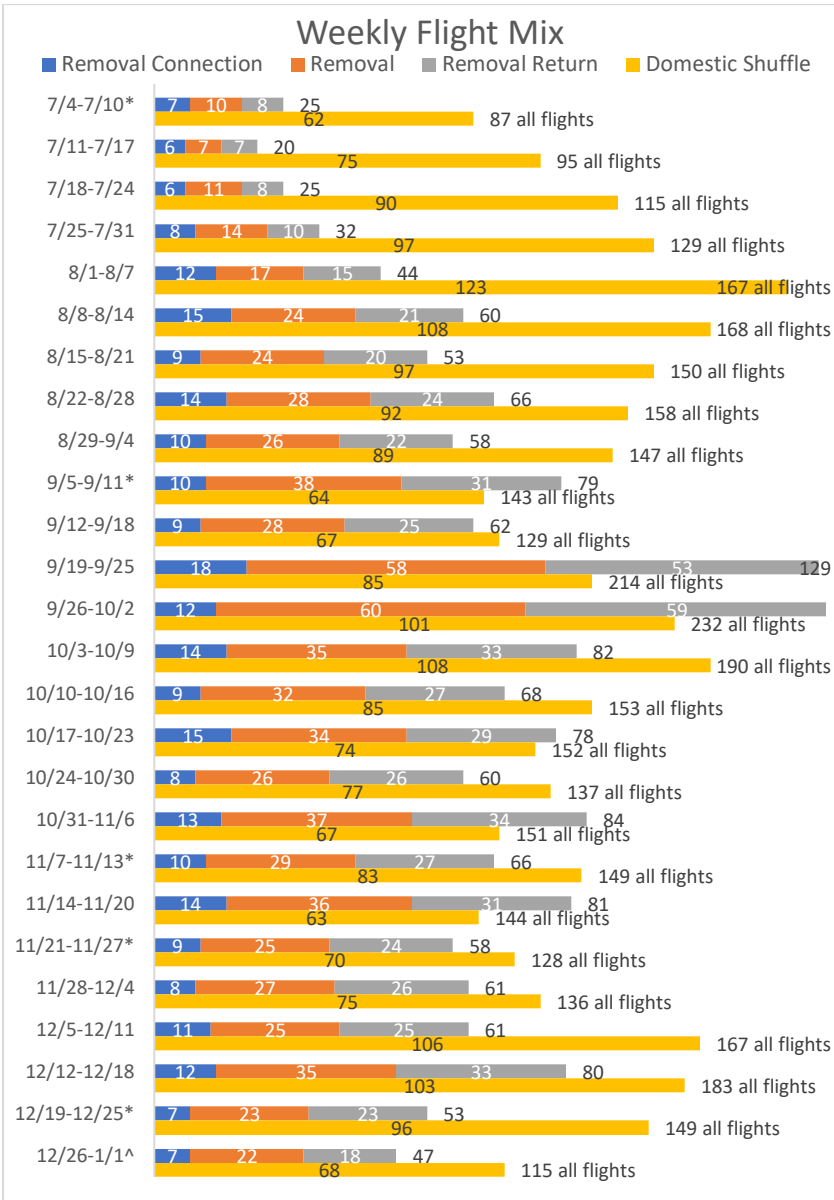
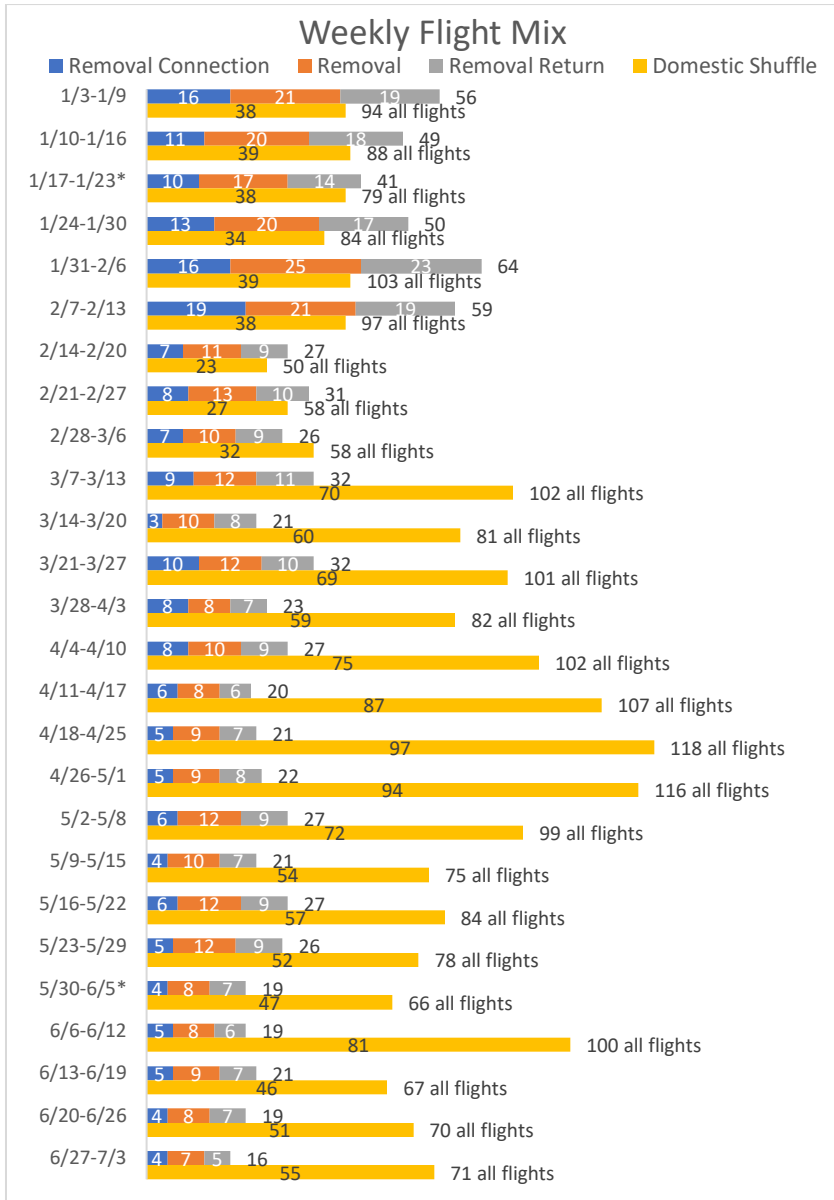
Flight Category	Pre-Biden		Ytd Average				Current Month				Flights since	
	Nov/Dec		Ytd Mo Avg	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	Current Month	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	01/21/21	% of Flights
	2020 Mo Avg	% of Flights										
1 Removal	83	23%	88	5	6%	17%	122	39	47%	18%	998	18%
2 Removal Connection	<u>56</u>	15%	<u>40</u>	<u>(16)</u>	(29%)	8%	<u>41</u>	(15)	(27%)	6%	<u>442</u>	6%
3 Total Outbound Removal	139	38%	128	(11)	(8%)	25%	163	24	17%	24%	1,440	24%
4 Removal Return	<u>72</u>	20%	<u>78</u>	<u>6</u>	9%	15%	<u>115</u>	44	61%	17%	<u>881</u>	17%
5 Total Removal Related	211	58%	206	(5)	(2%)	40%	278	68	32%	41%	2,321	41%
6 Domestic Shuffle	152	42%	305	153	101%	60%	406	255	168%	59%	3,544	59%
7 Total Flights	362	100%	511	149	41%	100%	684	322	89%	100%	5,865	100%
8 Total Domestic (Remove Connect + Shuffle)	208	57%	345	137	66%	68%	447	240	115%	65%	3,986	65%
9 # Week Days (non-Holiday)	21		21	0	1%		23	2	10%		242	

ICE Air Removal Destination Cities

	Removal Destination	Pre-Biden		Ytd Average				Current Month				Flights since 01/21/21	
		Nov/Dec		Ytd Mo Avg	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	Current Month	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	Flights since 01/21/21	% of Flights
		2020 Mo Avg	% of Flights										
1	Guatemala City, Guatemala	13	16%	15	2	18%	17%	26	13	100%	21%	179	18%
2	Honduras	0	0%	12	12	n/a	14%	30	30	n/a	25%	142	14%
3	Port-au-Prince, Haiti	3	3%	11	9	340%	13%	29	27	1060%	24%	130	13%
4	Villahermosa, Mexico	5	5%	9	5	107%	11%	5	1	11%	4%	109	11%
5	San Salvador, El Salvador	12	14%	8	(4)	(35%)	9%	9	(3)	(22%)	7%	82	8%
6	Ecuador	6	7%	6	0	0%	7%	5	(1)	(17%)	4%	69	7%
7	Guadalajara, Mexico	9	11%	4	(5)	(52%)	5%	4	(5)	(56%)	3%	47	5%
8	Mexico City, Mexico	9	11%	4	(5)	(55%)	5%	3	(6)	(67%)	2%	43	4%
9	Tapachula, Mexico	0	0%	5	5	n/a	5%	0	0	n/a	0%	56	6%
10	Morelia, Mexico	5	5%	2	(3)	(57%)	2%	2	(3)	(56%)	2%	20	2%
11	Queretaro, Mexico	8	10%	1	(7)	(83%)	2%	0	(8)	(100%)	0%	10	1%
12	Santo Domingo, DR	2	2%	2	(0)	(13%)	2%	2	0	0%	2%	19	2%
13	Cap-Haitien, Haiti	0	0%	2	2	n/a	2%	0	0	n/a	0%	22	2%
14	Brazil	1	1%	2	1	250%	2%	3	3	500%	2%	21	2%
15	Managua, Nicaragua	2	2%	2	0	0%	2%	2	1	33%	2%	17	2%
16	Puebla, Mexico	4	5%	1	(3)	(85%)	1%	0	(4)	(100%)	0%	4	0%
17	Kingston, Jamaica	1	1%	1	0	0%	1%	1	0	0%	1%	12	1%
18	Bogota, Colombia	1	1%	1	0	0%	1%	1	0	0%	1%	12	1%
19	Piarco, Trinidad	0	0%	0	0	n/a	0%	0	0	n/a	0%	2	0%
20	Timehri, Guyana	1	1%	0	(0)	(83%)	0%	0	(1)	(100%)	0%	1	0%
21	Mauritania	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
22	Guinea	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
23	Vietnam	0	0%	0	0	n/a	0%	0	0	n/a	0%	1	0%
24	Cameroon	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
25	Dem Rep of Congo	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
26	Nigeria	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
27	Cuba	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
28	Gambia	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
29	Kenya	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
30	Liberia	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
31	Sierra Leone	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
32	Senegal	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
33	Angola	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
34	Total	83	100%	88	5	6%	100%	122	39	47%	100%	998	100%
35	# Week Days (non-Holiday)	21		21	0	1%		23	2	10%		242	

ICE Air Weekly Flight Mix -

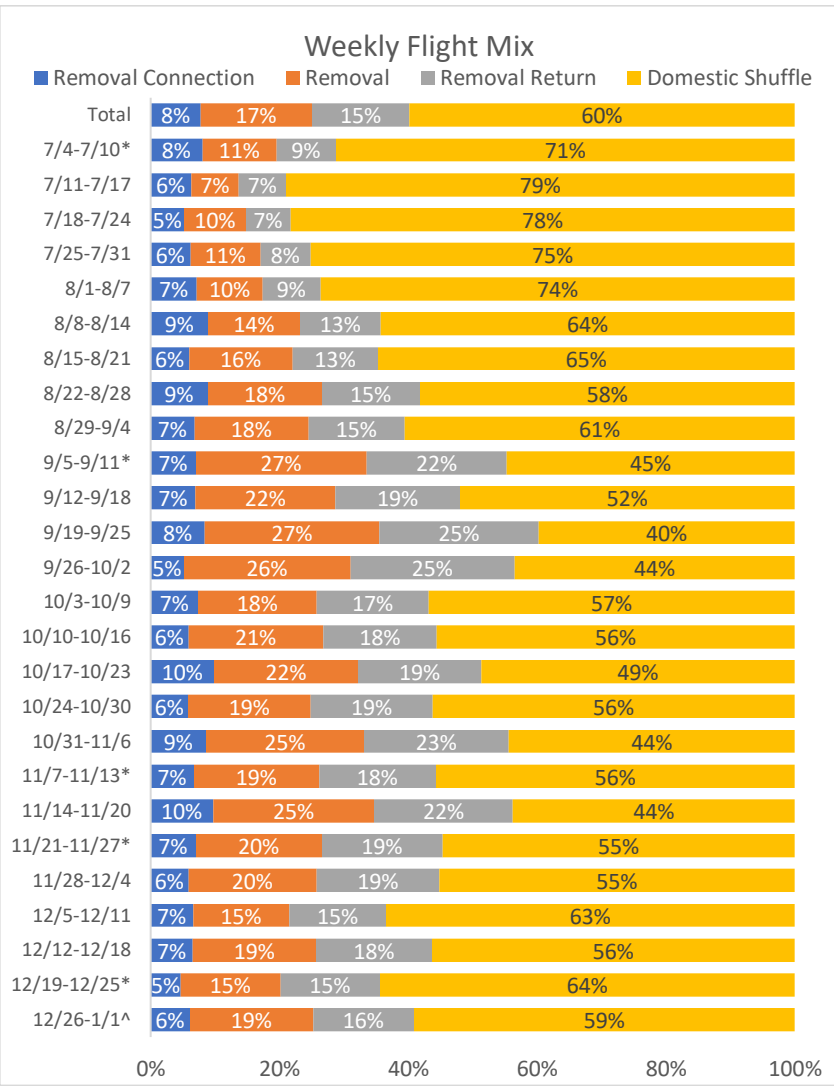
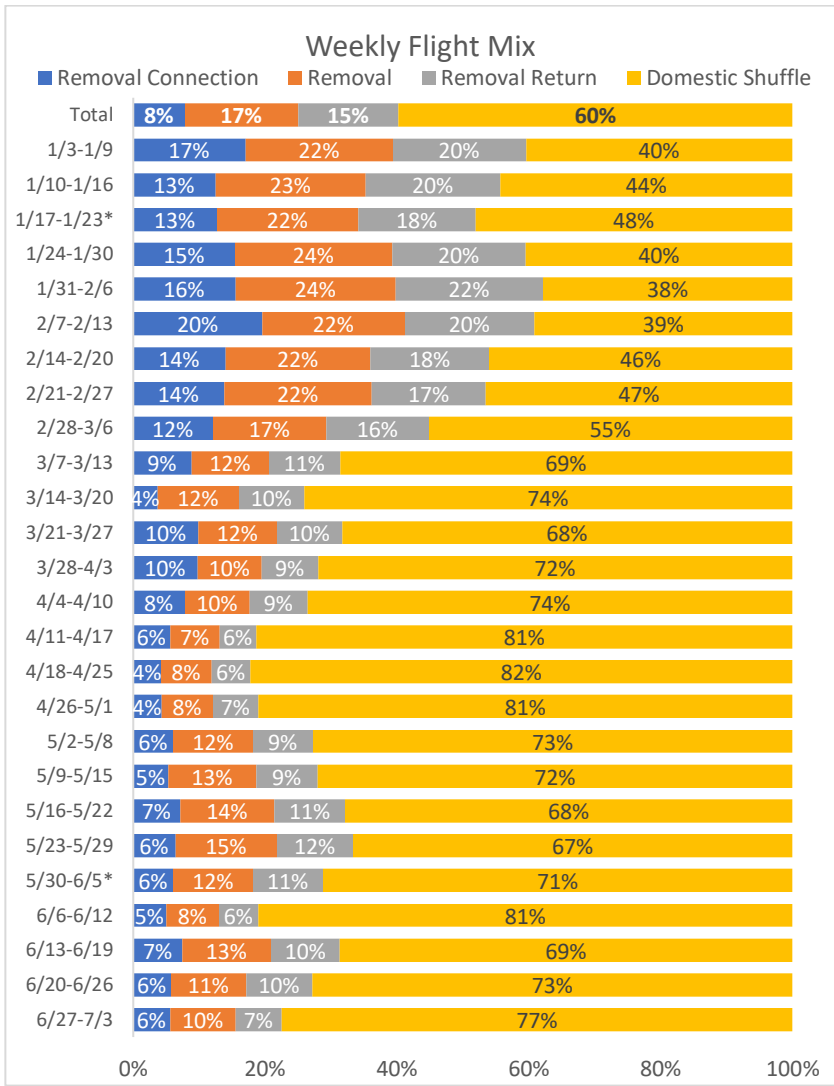
Rolling 12 Months



^ short week
* Holiday

Ice Air Weekly Flight Mix - %

Rolling 12 Months



^ short week

* Holiday

ICE Air Domestic Last 6 months (Jul-Dec)

Destination City

Departure City

	Alexandria, LA	Brownsville, TX	Phoenix, AZ	El Paso, TX	Harlingen/San Benito, TX	Laredo, TX	San Diego, CA	San Antonio, TX	Yuma, AZ	Miami, FL	Columbus, GA	Other	Total	% of Total
Alexandria, LA		87	14	8	58	2	6	45	11	6	3	88	328	13%
Phoenix, AZ	52	26	2	19	32	4	46	4	52	1	2	62	302	12%
San Antonio, TX	29	12	6	6	49	75	2		26		3	40	248	10%
Brownsville, TX	27		19	67	2		22	5		18		76	236	9%
El Paso, TX	14	56	31		22	20	1	21	9		5	41	220	9%
Harlingen/San Benito, TX	18	1	5	38		4	37	2	2	9	1	26	143	6%
San Diego, CA	5		79	2				16	4			8	114	5%
Yuma, AZ	10		1	37		33	12				1	13	107	4%
Miami, FL	14	4	4	3	16	5		4				22	95	4%
Laredo, TX	27		20	2	7			19		2		6	83	3%
Columbus, GA	31	3	4		1			10		2		8	59	2%
Other	129	46	49	41	18	19	26	16	3	29	22	186	584	23%
Total	356	235	234	223	205	162	152	142	107	67	59	577	2,519	100%
% of Total	14%	9%	9%	9%	8%	6%	6%	6%	4%	3%	2%	23%	100%	

ICE Air Removals Last 6 months (Jul-Dec)

Destination City

Departure City	Guatemala City, Guatemala	Honduras	Port-au-Prince, Haiti	Villahermosa, Mexico	Tapachula, Mexico	San Salvador, El Salvador	Ecuador	Guadalajara, Mexico	Cap-Haitien, Haiti	Mexico City, Mexico	Brazil	Other	Total	% of Total
	Mission/McAllen/Edinburg, TX	60	3		79	56							0	198
Harlingen/San Benito, TX	38	57	28			23	1		7			1	155	21%
Laredo, TX			55	5				1	12	19		14	106	14%
Alexandria, LA	23	10	8			14	14		1			24	94	13%
Brownsville, TX	34	10		7		2			2			3	58	8%
San Diego, CA								35				0	35	5%
Honduras						1	24					0	25	3%
San Salvador, El Salvador		12					2					0	14	2%
Guatemala City, Guatemala		1				12						0	13	2%
Ecuador											12	0	12	2%
San Antonio, TX		3	7									0	10	1%
Other	0	4	0	0	0	1	0	0	0	0	6	4	15	2%
Total	155	100	98	91	56	53	41	36	22	19	18	46	735	100%

% H/(L)

21%	14%	13%	12%	8%	7%	6%	5%	3%	3%	2%	6%	100%
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Appendix – Full Year 2020

Total ICE Air Flights YTD 2020 – Removal and Domestic

Flight Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date	% of Flights	Current Month 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
	1 Removal	91	100	91	47	61	68	82	70	100	132	83	83	1,008	21%	0	0%	(17)	(17%)	3
2 Removal Connection	<u>61</u>	<u>66</u>	<u>51</u>	<u>37</u>	<u>49</u>	<u>45</u>	<u>61</u>	<u>53</u>	<u>68</u>	<u>76</u>	<u>51</u>	<u>61</u>	<u>679</u>	14%	<u>10</u>	20%	<u>(4)</u>	(6%)	<u>7</u>	12%
3 Total Outbound Removal	152	166	142	84	110	113	143	123	168	208	134	144	1,687	35%	10	7%	(21)	(13%)	10	7%
4 Removal Return	<u>88</u>	<u>93</u>	<u>83</u>	<u>44</u>	<u>57</u>	<u>69</u>	<u>82</u>	<u>67</u>	<u>90</u>	<u>116</u>	<u>73</u>	<u>70</u>	<u>932</u>	19%	<u>(3)</u>	(4%)	<u>(23)</u>	(25%)	<u>(4)</u>	(5%)
5 Total Removal Related	240	259	225	128	167	182	225	190	258	324	207	214	2,619	54%	7	3%	(44)	(17%)	6	3%
6 Domestic Shuffle	191	210	264	152	192	204	178	164	192	175	149	154	2,225	46%	5	3%	(57)	(27%)	(25)	(14%)
7 Total Flights	431	469	489	280	359	386	403	354	450	499	356	368	4,844	100%	12	3%	(101)	(22%)	(19)	(5%)
8 Total Domestic (Remove Connect + Shuffle)	252	276	315	189	241	249	239	217	260	251	200	215	2,904	60%	15	8%	(61)	(22%)	(18)	(8%)
9 # Week Days (non-Holiday)	21	19	22	22	20	22	23	21	21	22	20	22	255		2	10%	2	10%	0	2%

NB: Each month we send our flight totals, by category, to ICE to confirm or deny that our results are within a reasonable range based on their records. Each month they choose not to confirm, and importantly, they choose not to deny our results. If anything changes this month we will update with a comment.

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

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date	% of Flights	Current Month		Current Month		Current Month		
															H/(L) Pr Mth	% H/(L) Pr Mth	H/(L) Pre-COVID Mth Avg	% H/(L) Pre-COVID Mth Avg	H/(L) In-COVID Mth Avg	% H/(L) In-COVID MthAvg	
Removal Destination Cities																					
1 Guatemala City, Guatemala	42	45	33	10	7	7	13	14	21	29	17	9	247	25%	(8)	(47%)	(34)	(79%)	(6)	(38%)	
2 San Pedro Sula, Honduras	27	24	19	18	23	19	18	14	15	23	0	0	200	20%	0	n/a	(25)	(100%)	(14)	(100%)	
3 San Salvador, El Salvador	11	11	14	8	9	6	9	4	8	8	11	12	111	11%	1	9%	(0)	(3%)	4	43%	
4 Mexico City, Mexico	0	0	0	0	8	12	10	8	9	8	8	10	73	7%	2	25%	10	n/a	2	30%	
5 Guadalajara, Mexico	2	7	5	0	0	5	9	8	9	9	8	10	72	7%	2	25%	5	92%	4	61%	
6 Ecuador	2	4	10	2	2	2	2	3	2	7	5	7	48	5%	2	40%	2	35%	3	90%	
7 Villahermosa, Mexico	0	0	0	0	0	6	7	8	4	3	5	4	37	4%	(1)	(20%)	4	n/a	0	3%	
8 Port-au-Prince, Haiti	2	2	2	2	2	2	2	3	3	12	3	2	37	4%	(1)	(33%)	0	0%	(1)	(41%)	
9 Queretaro, Mexico	0	0	0	0	0	0	0	0	8	9	8	8	33	3%	0	0%	8	n/a	5	130%	
10 Morelia, Mexico	0	0	0	0	0	0	3	4	3	4	5	4	23	2%	(1)	(20%)	4	n/a	2	65%	
11 Santo Domingo, DR	2	2	1	2	2	2	2	2	0	2	2	2	21	2%	0	0%	0	0%	0	19%	
12 Managua, Nicaragua	1	2	2	2	1	2	2	0	1	3	2	1	19	2%	(1)	(50%)	(1)	(38%)	(1)	(37%)	
13 Puebla, Mexico	0	0	0	0	0	0	0	1	5	5	4	4	19	2%	0	0%	4	n/a	2	100%	
14 Brazil	0	1	4	2	3	1	1	1	1	1	0	1	16	2%	1	n/a	(1)	(38%)	(0)	(21%)	
15 Bogota, Colombia	1	1	1	0	2	1	1	0	2	1	1	1	12	1%	0	0%	0	25%	(0)	(5%)	
16 Kingston, Jamaica	1	1	0	1	1	1	1	0	2	1	1	1	11	1%	0	0%	0	25%	0	6%	
17 Callao, Peru	0	0	0	0	1	0	1	0	0	1	0	0	3	0%	0	n/a	0	n/a	(0)	(100%)	
18 Cameroon	0	0	0	0	0	0	0	0	0	1	1	0	2	0%	(1)	(100%)	0	n/a	(0)	(100%)	
19 Kenya	0	0	0	0	0	0	0	0	1	1	0	0	2	0%	0	n/a	0	n/a	(0)	(100%)	
20 Liberia	0	0	0	0	0	0	0	0	1	0	0	1	2	0%	1	n/a	1	n/a	1	375%	

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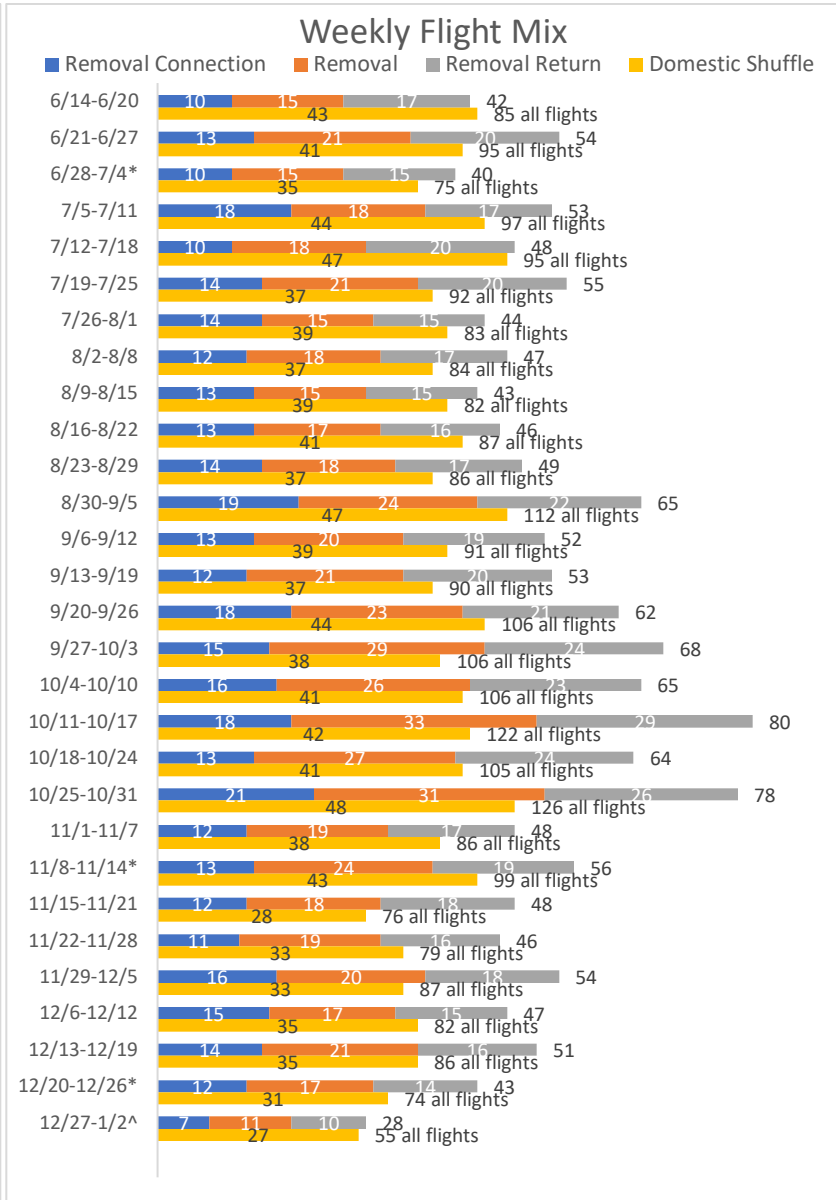
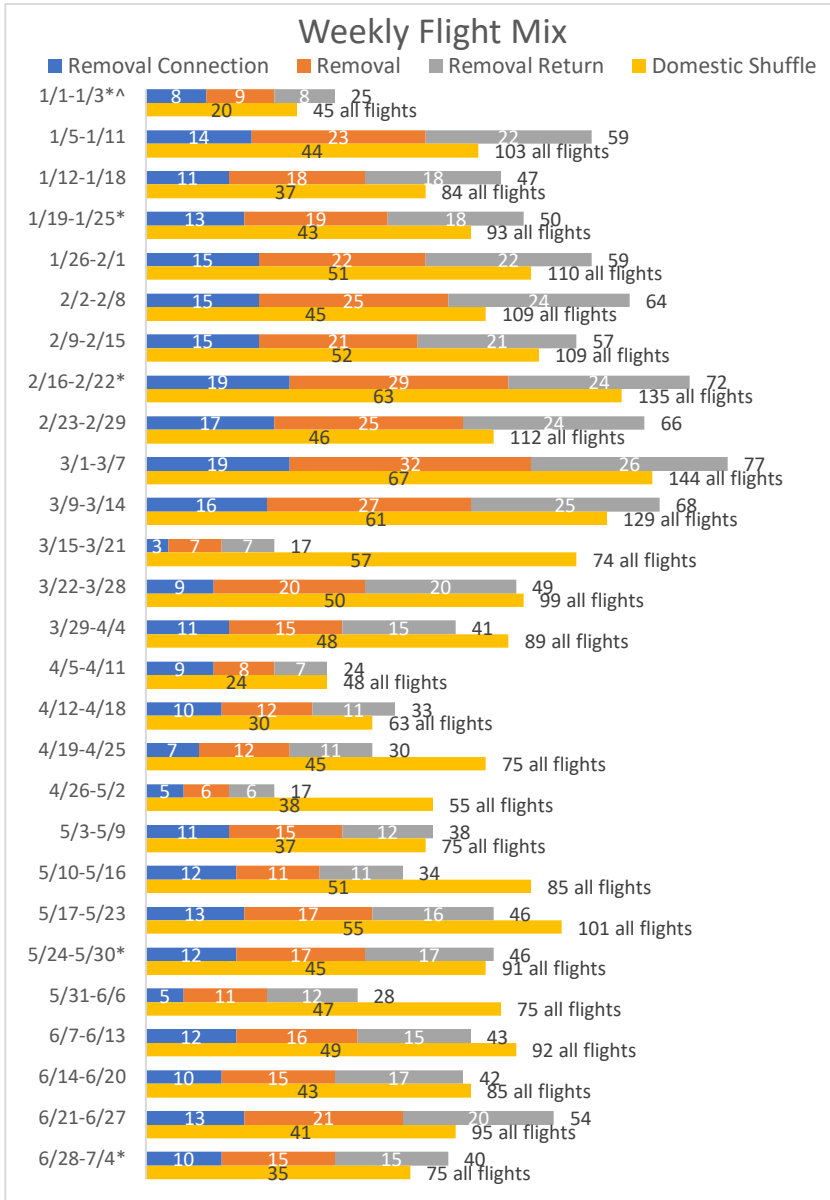
Pre-COVID = Jan 1 to Mar 13
In-COVID = Mar 14 to Dec 31

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date	% of Flights	Current Month		Current Month		Current Month												
															H/(L) Pr Mth	% H/(L) Pr Mth	H/(L) Pre-COVID Mth Avg	% H/(L) Pre-COVID Mth Avg	H/(L) In-COVID Mth Avg	% H/(L) In-COVID Mth Avg											
Removal Destination Cities																															
21	Dem Rep of Congo	0	0	0	0	0	0	0	0	1	1	0	2	0%	(1)	(100%)	0	n/a	(0)	(100%)											
22	Piarco, Trinidad	0	0	0	0	1	0	0	0	1	0	0	2	0%	0	n/a	0	n/a	(0)	(100%)											
23	Timehri, Guyana	0	0	0	0	0	0	0	1	0	0	1	2	0%	1	n/a	1	n/a	1	375%											
24	Nassau, Bahamas	0	0	0	0	1	0	0	0	1	0	0	2	0%	0	n/a	0	n/a	(0)	(100%)											
25	Senegal	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%											
26	Belize City, Belize	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)											
27	Sierra Leone	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%											
28	Panama City, Panama	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)											
29	Nigeria	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%											
30	Ghana	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)											
31	Angola	0	0	0	0	0	0	0	0	0	1	0	1	0%	(1)	(100%)	0	n/a	(0)	(100%)											
32	Cote d'Ivoire	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)											
33	Guinea	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%											
34	Argyle, Saint Vincent	0	0	0	0	0	1	0	0	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)											
35	San Jose, Costa Rica	0	0	0	0	0	0	0	0	1	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)											
36	Cuba	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%											
37	Total	91	100	91	47	61	68	82	70	100	132	83	83	1,008	100%	0	0%	(17)	(17%)	3	4%										
38	Mexico Total	2	7	5	0	8	23	29	29	38	38	38	40	257	25%	2	5%	35	669%	14	56%										
39	Africa Total	0	0	0	0	0	0	0	0	4	3	3	5	15	1%	2	67%	5	n/a	3	217%										
40	# Week Days (non-Holiday)	21	19	22	22	20	22	23	21	21	22	20	22	255		2	10%	2	10%	0	2%										

Pre-COVID = Jan 1 to Mar 13
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ICE Air Weekly Flight Mix -



^ short week
* Holiday