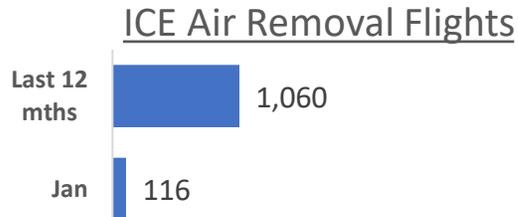
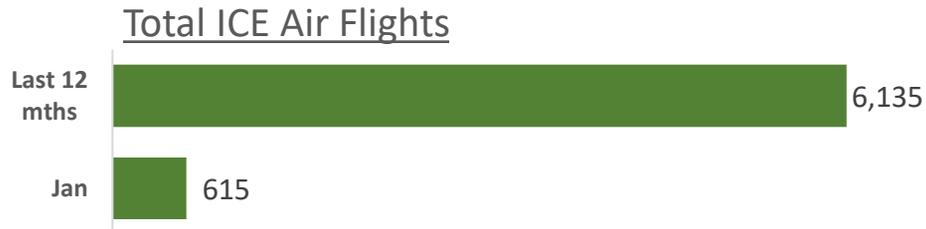


ICE Air Flights

January 2022 and Last 12 Months



- February 13, 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.

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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 – JANUARY 2022

- 11,599 TOTAL ICE AIR FLIGHTS LEGS OPERATED IN 2020/2021/JAN2022. SINCE INAUGURATION: 6,489 TOTAL FLIGHTS.
- 2,189 REMOVAL FLIGHTS OPERATED IN 2020/2021/JAN2022. SINCE INAUGURATION: 1,118 REMOVAL FLIGHTS.
- 615 TOTAL ICE AIR FLIGHT LEGS OPERATED IN JANUARY, DOWN 69 (10%) FROM PRIOR MONTH, AND LOWEST MONTH SINCE JULY. UP 262 (74%) FROM JANUARY 2021.
- 116 REMOVAL FLIGHTS IN JANUARY, DOWN 6 (5%) FROM PRIOR MONTH, AND LOWEST MONTH SINCE AUGUST. UP 35 (43%) FROM JANUARY 2021.
- COUNTRIES ACCEPTING DIRECT TITLE 42 FLIGHTS CONTINUED TO EXPAND IN JANUARY. NOW, GUATEMALA, HONDURAS, EL SALVADOR, HAITI, BRAZIL, AND COLOMBIA (FOR CERTAIN VENEZUELAN).
- ICE AIR CONTRACT CURRENT END DATE IS 30 JUNE, WITH POSSIBLE END DATE 30 SEPTEMBER.

LAST 12 MONTHS

Over the last 12 months, all but 10 days under President Biden, there have been a likely **6,397 ICE Air flight legs as compared to 4,849 in 2020, a startling and, unexpected in January 2021, increase of 1,548 (32%).**

Of these flights, **1,095 were removal flights, an increase of 82 (8%) over the 1,013 in 2020.**

Shuffle flights, those just moving people in the US to and between detention/deportation centers were **3,872 over the last 12 months, up a staggering 1,647 (74%) over 2020** (pages 16,30).

JANUARY 2022

Total Flights of 615 in December, utilizing 29 different planes operated by 5 different charter carriers, were down 78 (11%) from the average of the prior 5 month. However, January was a massive **262 (74%) flights higher than January 2021.** The flight total per month average for the last 6 months of 680 was a stunning 294 (76%) more per month than the prior 6-month period (page 16).

Removal Flights in January of 116 were down slightly by 6 (5%) from December, but were 35 (43%) higher than January 2021. Notably, the removal flight total per month average for the last 6 months of 134 was 2.8x more per month than the prior 6-month period of 48 (page 16).

Removal destinations with the biggest decreases in January were Mexico (-14; 14 to 0), Guatemala (-3; 26 to 23) and Honduras (-3; 30 to 27). Mexico is curious in that 5 were from the suspension of US expulsion flights to Villahermosa early in December as Honduras began accepting T42 flights, but 9 were the result of the suspension of all flights to the interior to expel MX Nationals (Pages 17,18). This reduction could signal a continuing decline of encounters of Mexicans following the reduction of 12,477 (20%) in December (page 9).

These decreases were offset by increases in flights to Haiti and to countries that recently began to accept T42 flights. Haiti increased 7, from 29 to 36, El Salvador increased 3, from 9 to 12, Brazil increased 3, from 3 to 6. Colombia increased from 1 to 2, but 2 is not an unusual number for Colombia (page 17).

Direct T42 flight influence (and MX visa requirements)

Flights to countries now accepting T42 flights, Haiti (36), Honduras (27), Guatemala (23), El Salvador (12), and Brazil (6), and Colombia for certain Venezuelans, made up 90% of all removal flights in January (pages 17,18). To be clear, that does not mean everyone returned on these flights were subject to T42 since ICE does not disclose that information. However, it is incontrovertible that T42 flights are a significant strategic imperative and an impactful tool ICE is deploying to deter migration through the threat of immediate return under T42.

Accompanying these flights, are the MX visa restrictions now in place for Ecuador (5 September), Brazil (11 December), and Venezuela (21 January).

Countries added this month that accept T42 flights include Brazil (see section below on Brazil) and Colombia for certain Venezuelans.

As I reported in the [December Monthly ICE Air report](#) on page 7, there were reports in the Colombian press that the US was negotiating with Colombia for the return of Venezuelans who had resided in Colombia. This started with 2 people returned on 27 January as [reported by CNN](#). There have been statements by the Colombian [Foreign Ministry](#) and [President Duque](#) that Colombia should have more support for resettlement and that there is no agreement to accept large groups of Venezuelans, but only those who have lived there, and want to live there, and they would be reviewed on a case-by-case basis. This is consistent with what we were told by the Colombian Office of Migration as well. DHS has said nothing since their original statement reported in the CNN article and it appears there is confusion in the understanding of the two Governments. We are monitoring closely.

As of publication, there was 1 other flight to Colombia on 10 February (they are generally every 2 weeks so this would be normal). We were told by the Colombian Office of Migration that only Colombians were on that flight.

Shuffle flights, those flights just moving people within the US, fell by 44 (11%) from 406 to 362, entirely explained by fewer lateral flights as discussed below (pages 16, 8).

Lateral Flights fell precipitously by 44 (61%), from 72 in December to 28 in January. A significant contributor to the drop was the reduction in flights to “decompress” CBP facilities in Yuma. Flights from Yuma to other processing centers (generally Laredo or El Paso) **dropped by 28, from 42 in December to 14 in January**, all of which arrived in Laredo. This would lead one to think encounters in that sector will be down in January. That remains to be seen. **Another contributor was the suspension of lateral flights from Harlingen** as Rio Grande Valley encounters continue to [fall in that sector](#).

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. “

Removal flights to Haiti increased in January from their already elevated December level to 36 flights from 29, returning an estimated just under 4,000 Haitians. There were 32 flights to Port-au-Prince and 4 to Cap Hatien. The daily pace has declined now as there were 26 flights the first ½ of the month and 10 the last ½, perhaps signaling a slowing of encounters of Haitians in January after an increase from 1,022 encounters in November to 7,075 in December (page 13).

From 19 September through January 2022, there were 152 ICE Air flights to Haiti returning about 16,300, and 189 since inauguration returning about 19,300; 1 in every 600 people in Haiti. Based on the latest IOM statistics about 54% have been men, 26% women and 19% children (pages 13, 17).

It should be noted that migration by boat seems to be on the rise, including [trying to navigate the dangerous Mona Passage](#) between the DR and Puerto Rico. For the first time, over the 2 years we have been documenting ICE Air flights, we have seen 2 from Aguadilla, PR to Miami and these follow reports of [boats arriving in PR](#). Moreover, [Coast Guard interdictions](#) are on the rise with 806 Haitians interdicted by the CG since 1 Oct, after 1,527 in all of FY2021, and only 418 in FY2020. This only reinforces that **T42 continues to force migrants to ever more treacherous routes**.

Honduras, as reported last month, 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 to El Ceibo, Guatemala from ICE flights to Villahermosa, Mexico. The change is evident in the numbers as **flights to Honduras increased from 14 to 30 in December and fell just slightly to 27 in January** (page 17). Flights to Villahermosa continue to be paused, with no flights in January following only 5 at the beginning of December.

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, and to about 850 in January**. The ICE flight chain expulsions could well have contributed to around 2,000 of this decrease. In September and October, El Ceibo received 6,728 and 6,544 Hondurans, respectively.

Guatemala flights fell modestly by 3 in January to 23. This is down from 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, then chain expelled to Tecún Úman, Guatemala, stopped in November after only 5 flights (down 15 from October). There were no flights to Tapachula in December or January. (page 17). **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 5,555 in October to 2,776 in January, a drop of 50%.**

El Salvador, now accepting T42 flights, increased from 9 to 12, consistent with the September-November levels. 5 of these flights were coupled with a flight to Honduras and 4 with a flight to Ecuador, of which 3 of those travelled on to Brazil (page 17).

Brazil began accepting T42 flights, we believe with the first departing Yuma on 25 January and [arriving in Brazil 26 January \(seen here\)](#). It was reported to have [returned 211 people](#), 90 of whom were minors. Flights To Brazil increased from 3 to 6 in January. Flights have been, by and large, once a week since July, so 4 would have been in pattern, but there was an additional flight on the 21st and the T42 flight mentioned above (page 17). From May 2021 through January there were 30 flights to Brazil, following a 4 month pause.

As of 11 February, there have been 5 more T42 flights to Brazil in February, 2 arriving 4 February, 1 on OMNI Air arriving 5 February from El Paso, and 2 on 11 February, one from Yuma/Miami, and one from Phoenix stopping in El Salvador and Ecuador. Based on [reporting in Brazil](#), almost 1,000 Brazilians were returned on the 7 flights from 26 January – 11 February.

Ecuador flights remained unchanged at 5 in January. 4 of these flights continued forward to Brazil, and 3 of these 4 included El Salvador in the route. To be completely transparent, it is not known if some, or all, of the stops in Ecuador were just for fuel, or if they included returns as well (page 17). I am researching to see if I can find out, but ICE is not keen to respond to me. Encounters of Ecuadorans only ranged between [550 and 750 October – December](#) following Mexican visa requirements implemented in September. In August there were 17,611.

Other Removal Destinations included Dominican Republic (2), Nicaragua (2), Colombia (2), and Jamaica (1). There was nothing surprising in these flight levels.

Southern Mexico flights by ICE Air to Tapachula and Villahermosa continue to be paused as mentioned above with no flights to either city in January and only 5 in early December to Villahermosa (page 17).

Mexico Operated Removal Flights escalated significantly in January from an observed 10 to 22. Guatemala increased from 3 to 8, Honduras increased from 5 to 11, and El Salvador from 0 to 2. I also observed a removal flight to Cuba, but Ecuador was down from 2 to 0. It is not known if this increase is related to a crack down on the migrant population as [recently reported](#) with stepped up raids in Tapachula. However, interior Mexican flights to Tapachula fell significantly from 12 to 3. Perhaps direct removals by air are becoming the preferred option rather than moving migrants from the north to Tapachula (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.

ICE AIR CONTRACT EXPIRATION with Classic Air Charter, the broker who subcontracts to the actual airplane charter companies, has a current end date of 30 June, with a possible extension until a potential end date of 30 September. Everything about the current contract is opaque, and only some details are known from [court documents](#) relative to a bid protest by a losing bidder 5 years ago. **Based on a draft ICE Air Performance Work Statement for a new contract, there appear to be some interesting changes, none of which point to a meaningful diminution of ICE Air activity.** Just noting, the future is no less opaque than the current so it is possible that it will change. The Statement calls on the contractor to provide no fewer than 12 aircraft to be exclusively available for flights every day (Monday – Friday), 52 weeks of the year, with augmented flights as required.

It appears, what seems to have been a structure based only on flight hours, with a pricing guarantee of a **12,000-hour annual minimum**, has been replaced with a **two-component pricing structure**. The first component is a **fixed cost payment based on the cost of ownership of the exclusive aircraft**, and the second component is an **hourly flight payment**. There is no flight hour minimum, however, they do indicate that historically ICE Air utilized approximately 13,000 flight hours per year and has projected an increase in “operational tempo” to 66 missions per week including 6 on the weekend. An ICE Air mission typically includes multiple flight legs as we document. This “tempo” seems to represent, by and large, the current state.

JANUARY FLIGHT SUMMARY

In January, there were 615 likely ICE Air flights, down 69 (10%) from December, and down 155 (20%) from the record high 770 in September. Still, up 262 (74%) from same month of 2021. Removal related flights decreased by 6 (5%), while domestic shuffle flights decreased by 44 (11%), driven by a substantial decrease of lateral flights from 72 to 28.

- - 116 removal flights, with 104 return flights, to 11 different countries in Latin America and the Caribbean.
- - 33 domestic flights connecting directly to removal flights.
- - 362 domestic shuffle flights between deportation locations.
- - 395 domestic flights (connections and shuffle flights).
- - **Since President Biden’s inauguration there have been 6,489 likely ICE Air flights** including 1,118 removal flights. Including just 60% of the lateral flights as expulsion flights would yield 1,379 removal flights.

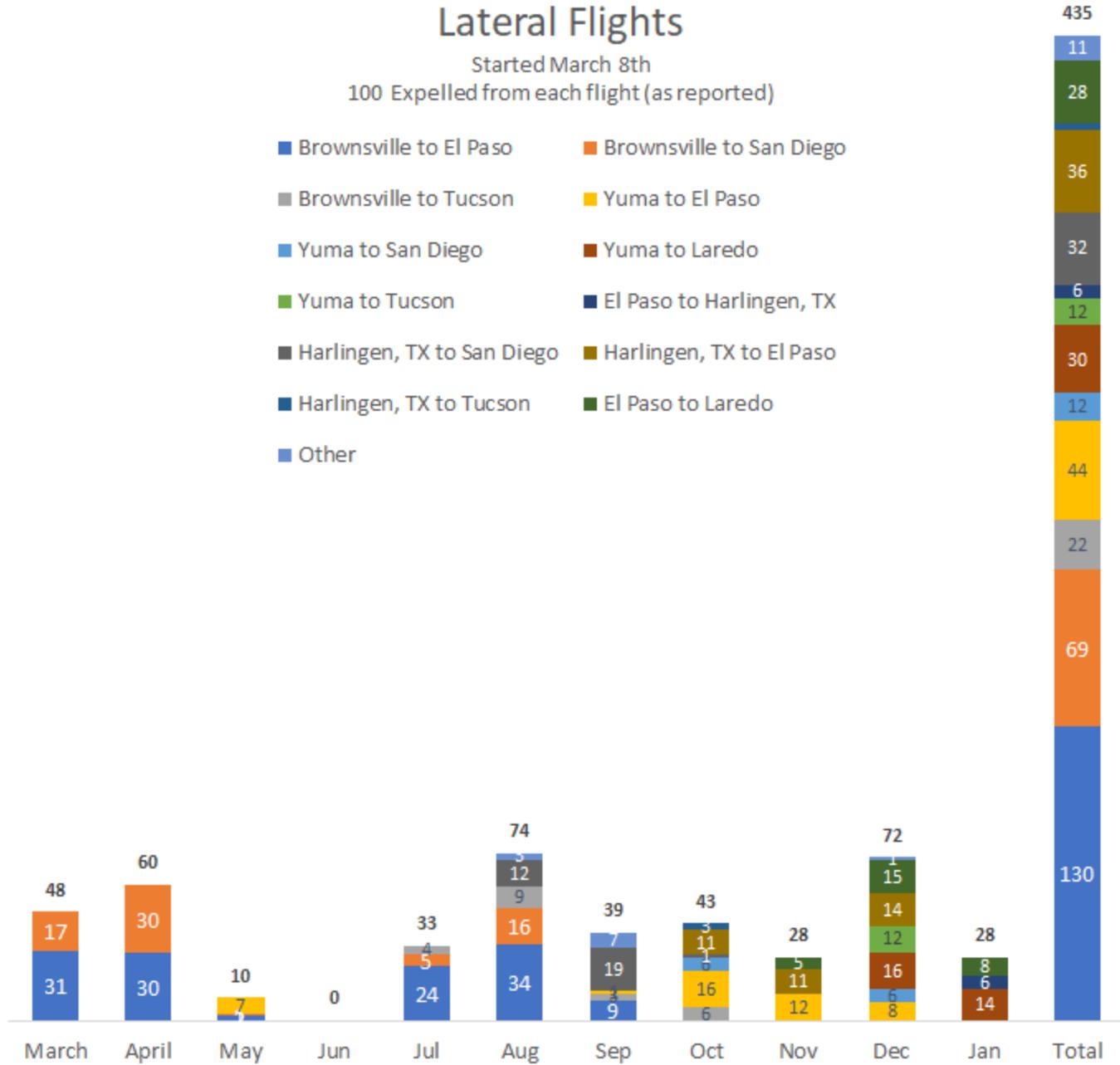
Last 12 Months

- - 1,095 removal flights, with 969 return flights, to at least 13 countries in Latin America, the Caribbean, Africa and Vietnam.
- - 461 domestic flights connecting directly to removal flights.
- - 3,872 domestic shuffle flights between removal locations.
- - 4,333 domestic flights (connections and shuffle flights).
- - 6,397 total flights.
- - 39% of flights were return related (removal, return and connections) and 61% were domestic shuffle flights.

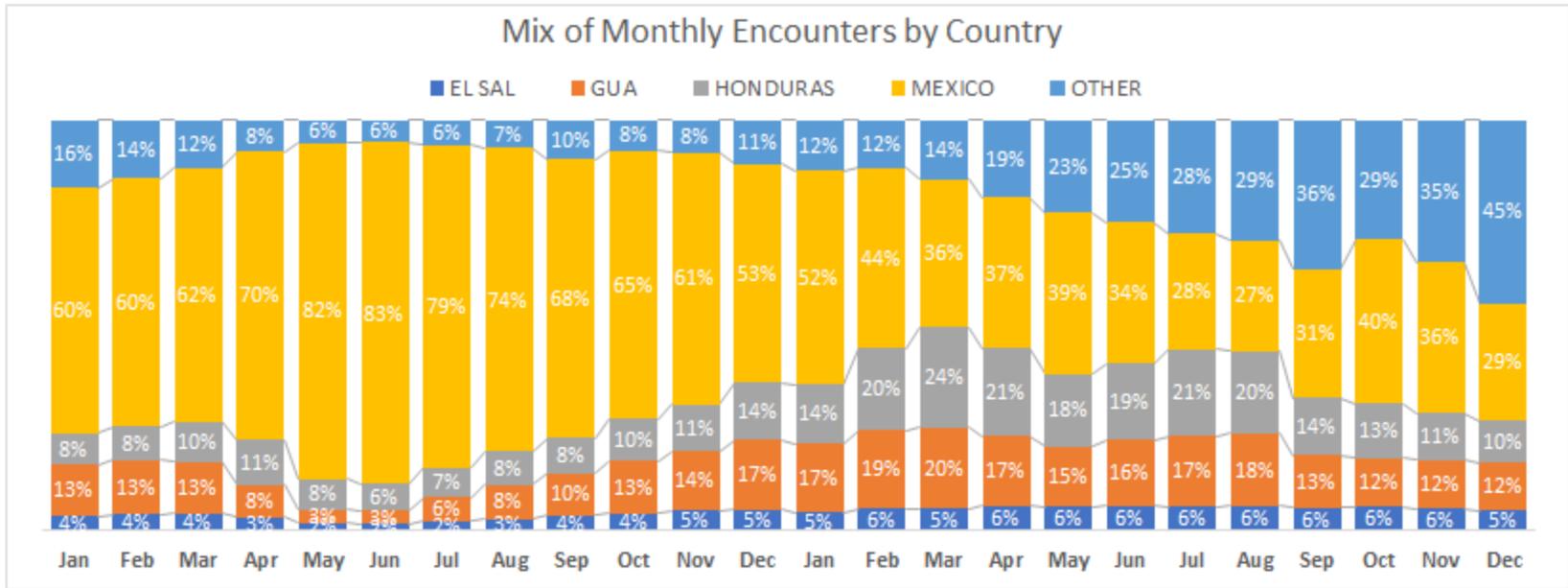
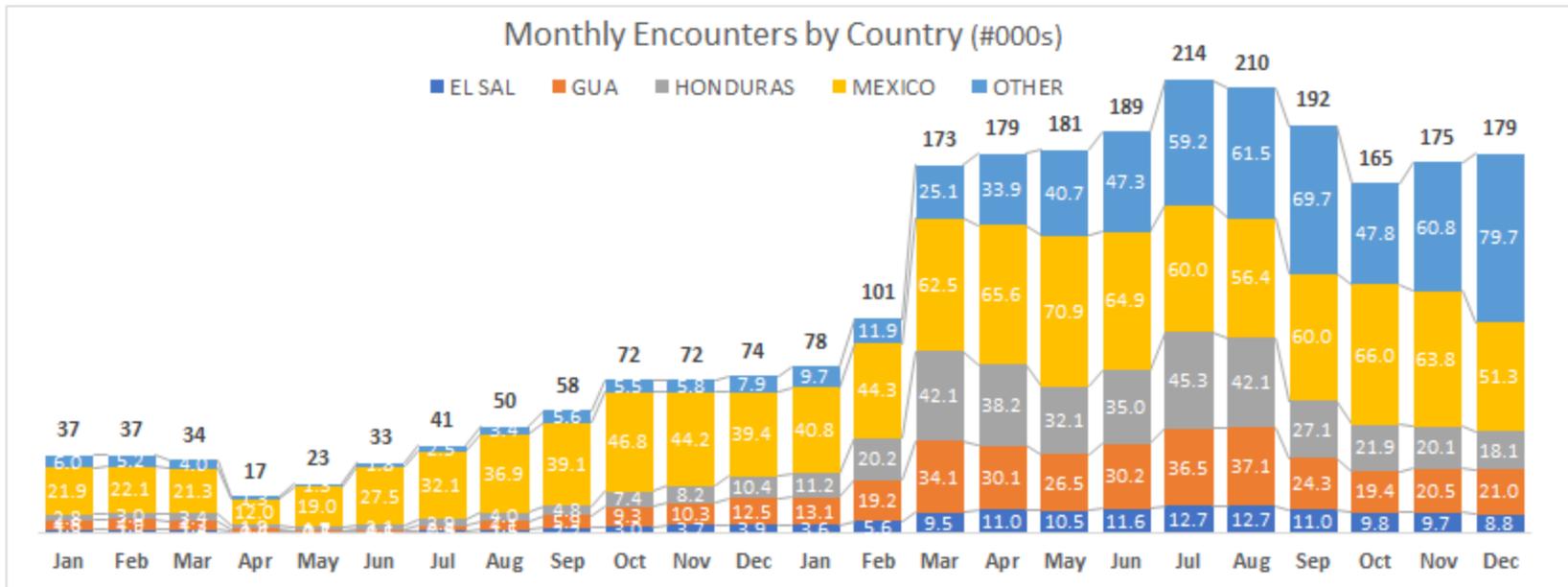
Lateral Flights

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

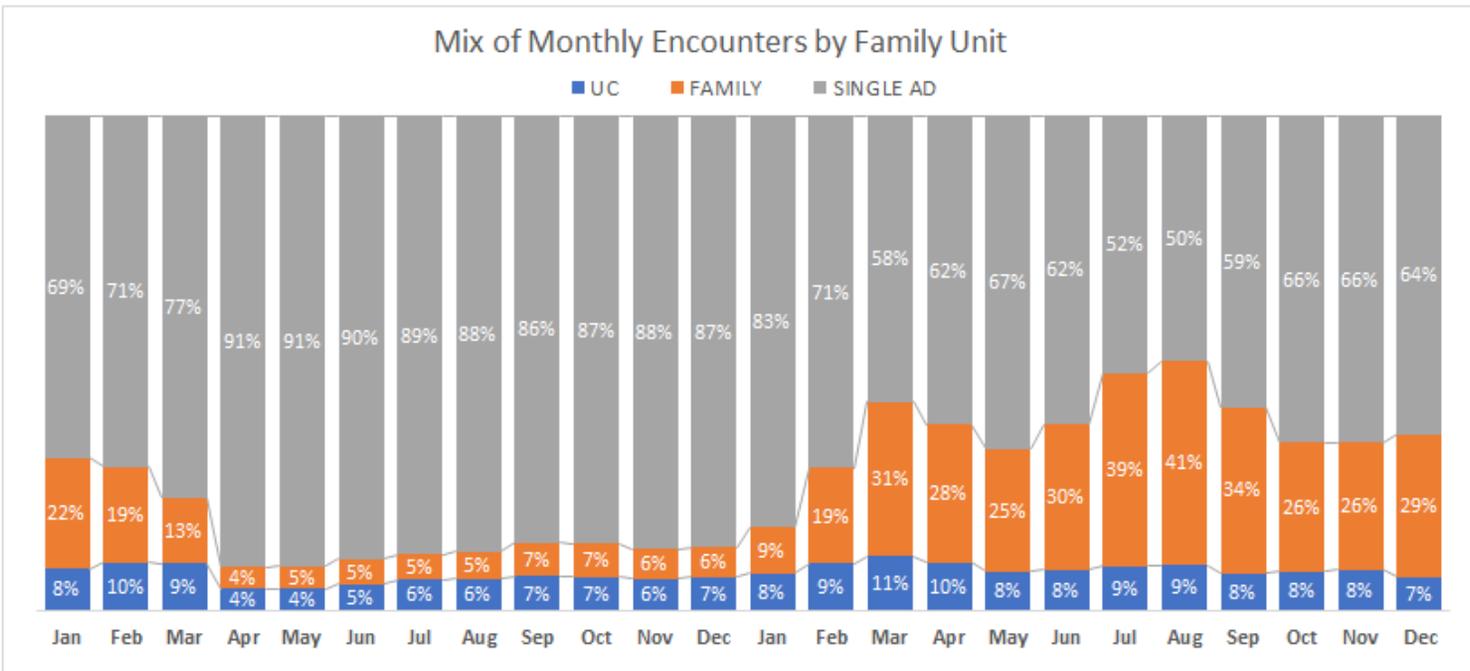
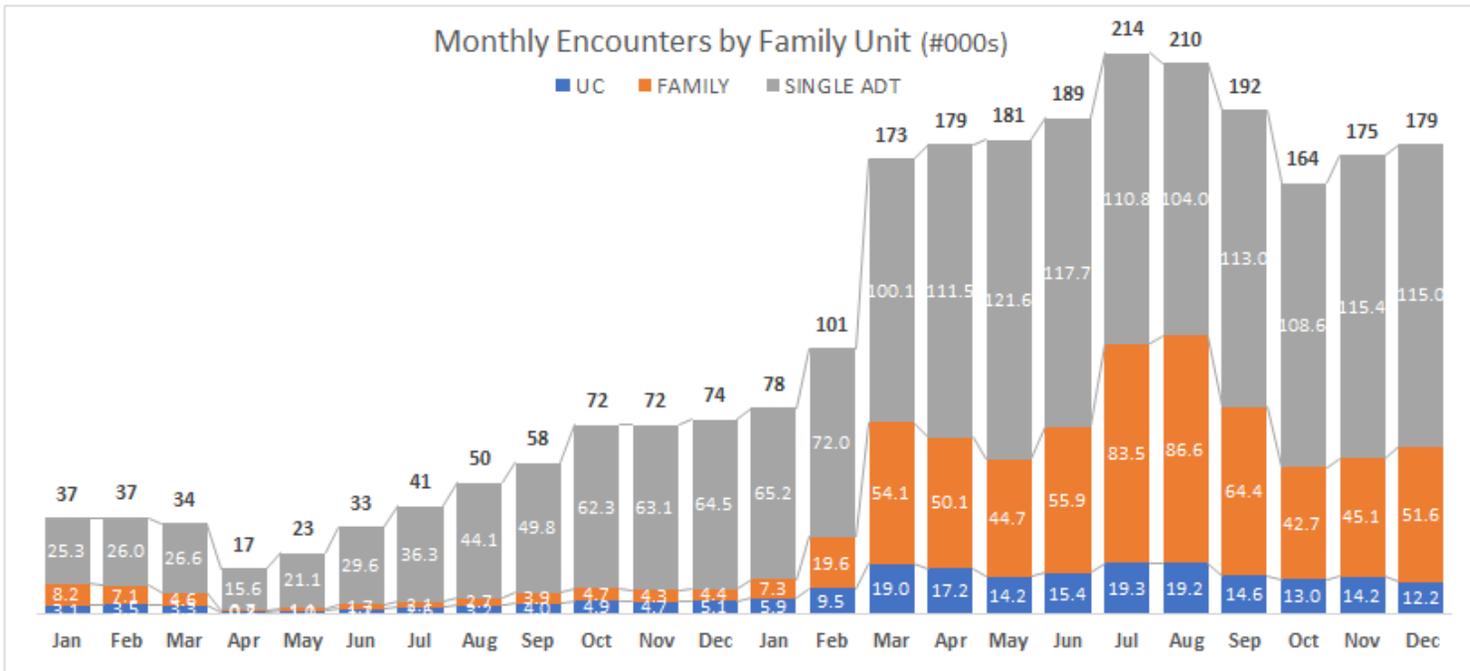
- Brownsville to El Paso
- Brownsville to San Diego
- Brownsville to Tucson
- Yuma to El Paso
- Yuma to San Diego
- Yuma to Laredo
- Yuma to Tucson
- El Paso to Harlingen, TX
- Harlingen, TX to San Diego
- Harlingen, TX to El Paso
- Harlingen, TX to Tucson
- El Paso to Laredo
- Other



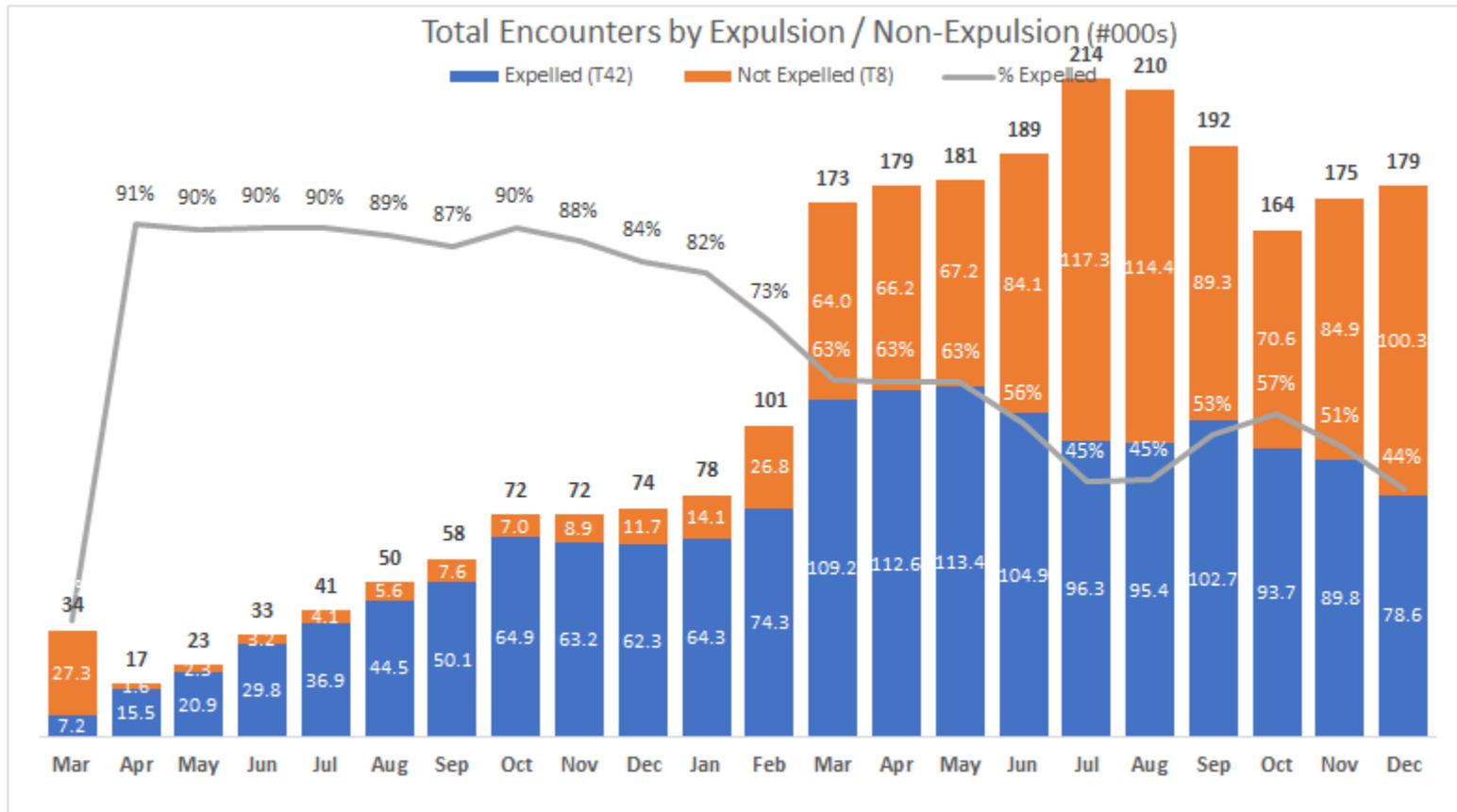
Excludes Return Legs



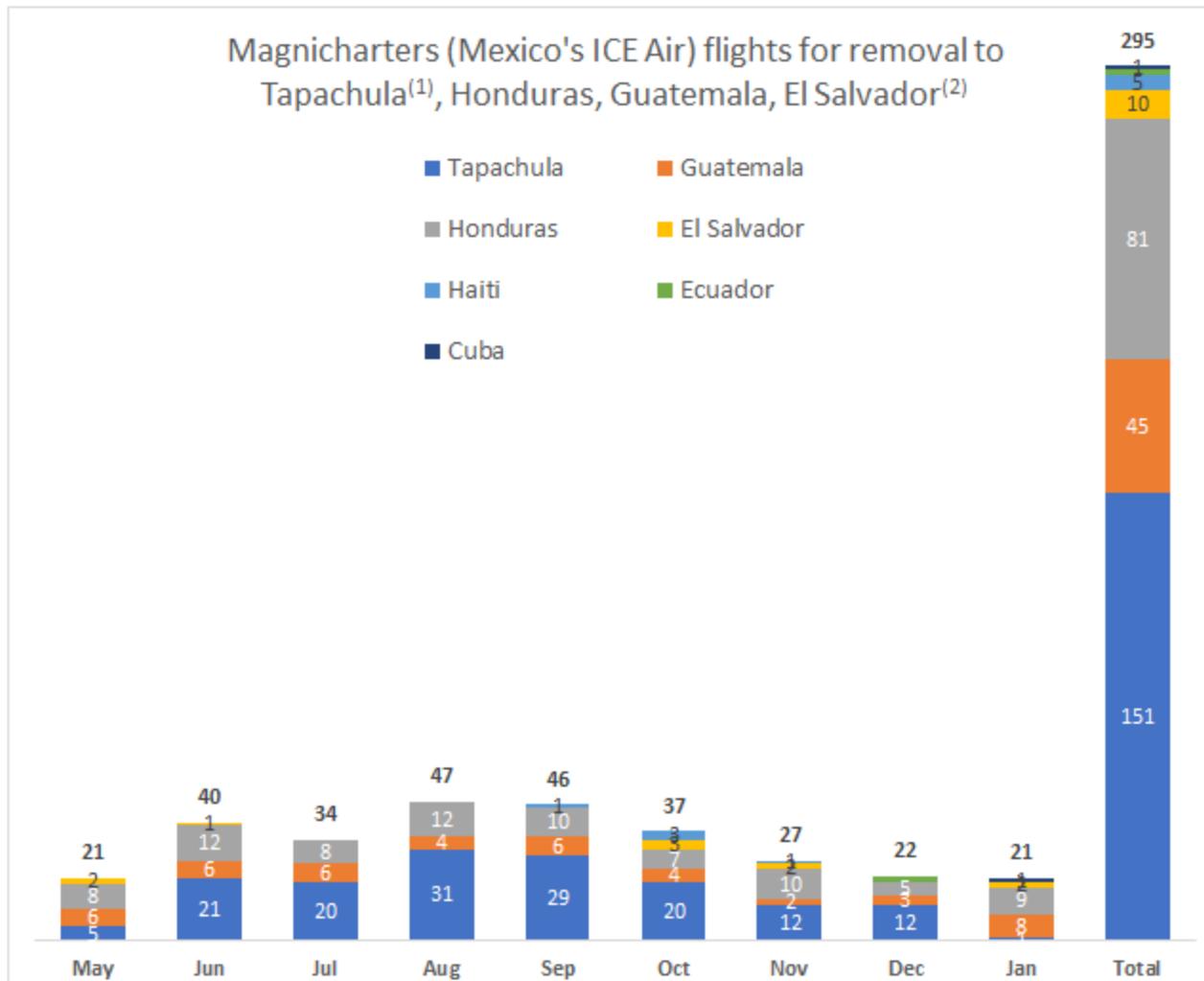
Customs and Border Patrol Encounters at the Southern Border.



Customs and Border Patrol Encounters at the Southern Border.



Customs and Border Patrol Encounters at the Southern Border.



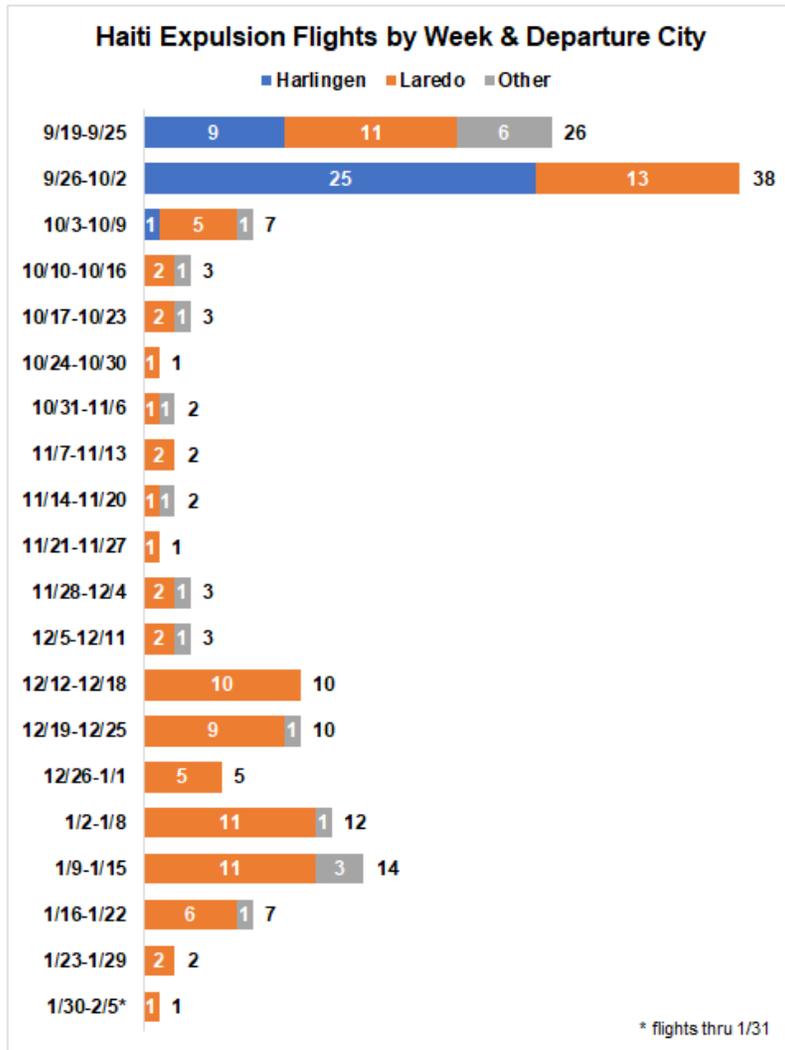
(1) Magnicharters does not file flight plans and does not seem to operate transponder "pings" all of the time so these are difficult to track. These include pings in Tapachula, either as arrivals or departures, but there is no double count. There may be instances where there is not even a ping in Tapachula, 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 Jan 31st



Departure and Arrival Cities

Flights To

	Port-au-Prince, Haiti	Cap-Haitien, Haiti	Total	% of Total
Laredo, TX	82	16	98	64%
Harlingen/San Benito, TX	28	7	35	23%
Alexandria, LA	8	1	9	6%
San Antonio, TX	4	0	4	3%
El Paso, TX	3	0	3	2%
Brownsville, TX	0	2	2	1%
Miami, FL	1	0	1	1%
Total	126	26	152	100%
% of Total	83%	17%	100%	

Flights From

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

People To

	Port-au-Prince, Haiti	Cap-Haitien, Haiti	Total	% of Total
Laredo, TX	8,794	1,716	10,510	64%
Harlingen/San Benito, TX	3,003	751	3,753	23%
Alexandria, LA	858	107	965	6%
San Antonio, TX	429	0	429	3%
El Paso, TX	322	0	322	2%
Brownsville, TX	0	214	214	1%
Miami, FL	107	0	107	1%
Total	13,512	2,788	16,300	100%
% of Total	83%	17%	100%	

People From

TRACKING ICE AIR

ICE Air contracted with the airline broker Classic Air Charters. They in turn subcontracted the flights to World Atlantic (Caribbean Sun) and Swift Air (nka iAero). Flights on World Atlantic were substantially reduced in March 2020 and they had not flown an ICE Air flight since mid-

March 2020 into July 2021. As flights have escalated they have been brought back on line. With the massive Haiti removal program Eastern Air 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	<i>Rolling 12 months</i>												Year To Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan					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	70	49	39	47	35	49	99	194	139	136	122	116	116	19%	1,095	17%	(6)	(5%)	(7)	(6%)	35	43%
2 Removal Connection Total Outbound	<u>50</u>	<u>35</u>	<u>26</u>	<u>22</u>	<u>20</u>	<u>28</u>	<u>52</u>	<u>50</u>	<u>54</u>	<u>50</u>	<u>41</u>	<u>33</u>	<u>33</u>	5%	<u>461</u>	7%	<u>(8)</u>	<u>(20%)</u>	<u>(13)</u>	<u>(28%)</u>	<u>(19)</u>	<u>(37%)</u>
3 Removal	120	84	65	69	55	77	151	244	193	186	163	149	149	24%	1,556	24%	(14)	(9%)	(20)	(12%)	16	12%
4 Removal Return	<u>61</u>	<u>43</u>	<u>32</u>	<u>35</u>	<u>29</u>	<u>38</u>	<u>86</u>	<u>174</u>	<u>126</u>	<u>126</u>	<u>115</u>	<u>104</u>	<u>104</u>	17%	<u>969</u>	15%	<u>(11)</u>	<u>(10%)</u>	<u>(7)</u>	<u>(6%)</u>	<u>33</u>	<u>46%</u>
5 Total Removal Related	181	127	97	104	84	115	237	418	319	312	278	253	253	41%	2,525	39%	(25)	(9%)	(27)	(10%)	49	24%
6 Domestic Shuffle	127	270	368	245	255	344	458	352	364	321	406	362	362	59%	3,872	61%	(44)	(11%)	(12)	(3%)	213	143%
7 Total Flights	308	397	465	349	339	459	695	770	683	633	684	615	615	100%	6,397	100%	(69)	(10%)	(39)	(6%)	262	74%
8 Total Domestic (Remove Connect + Shuffle)	177	305	394	267	275	372	510	402	418	371	447	395	395	64%	4,333	68%	(52)	(12%)	(25)	(6%)	194	97%
9 # Week Days (non-Holiday)	19	23	22	20	22	22	22	21	21	20	23	21	21		256		(2)	(9%)	(1)	(2%)	2	11%

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	Rolling 12 months												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
		Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan					Date	H/(L)	% H/(L)	Prior 6 mth Avg	% H/(L)	Prior Yr Ytd
1	Port-au-Prince, Haiti	14	10	6	2	0	1	2	39	18	9	29	32	32	28%	162	15%	3	10%	16	96%	30	1500%
2	Honduras	5	8	9	11	8	10	14	20	12	14	30	27	27	23%	168	15%	(3)	(10%)	10	62%	19	238%
3	Guatemala City, Guat	6	5	3	5	3	5	10	34	37	43	26	23	23	20%	200	18%	(3)	(12%)	(3)	(11%)	16	229%
4	San Salvador, El Salv	10	4	3	4	4	4	4	11	11	14	9	12	12	10%	90	8%	3	33%	3	36%	0	0%
5	Brazil	0	0	0	1	2	4	4	3	4	3	3	6	6	5%	30	3%	3	100%	3	71%	6	n/a
6	Ecuador	6	4	5	7	4	5	7	12	7	6	5	5	5	4%	73	7%	0	0%	(2)	(29%)	0	0%
7	Cap-Haitien, Haiti	0	0	0	0	0	0	0	19	3	0	0	4	4	3%	26	2%	4	n/a	0	9%	4	n/a
8	Santo Domingo, DR	2	2	1	2	2	1	1	2	2	2	2	2	2	2%	21	2%	0	0%	0	20%	0	0%
9	Managua, Nicaragua	1	2	1	2	1	1	1	2	1	2	2	2	2	2%	18	2%	0	0%	1	33%	0	0%
10	Bogota, Colombia	1	1	1	1	1	0	2	1	0	2	1	2	2	2%	13	1%	1	100%	1	100%	1	100%
11	Kingston, Jamaica	1	1	1	1	1	1	1	1	1	1	1	1	1	1%	12	1%	0	0%	0	0%	0	0%
12	Villahermosa, Mexico	2	2	4	5	4	4	20	22	20	20	5	0	0	0%	108	10%	(5)	(100%)	(15)	(100%)	(4)	(100%)
13	Guadalajara, Mexico	5	2	1	0	0	8	9	4	4	7	4	0	0	0%	44	4%	(4)	(100%)	(6)	(100%)	(8)	(100%)
14	Mexico City, Mexico	5	4	4	4	5	4	4	2	2	4	3	0	0	0%	41	4%	(3)	(100%)	(3)	(100%)	(8)	(100%)
15	Tapachula, Mexico	0	0	0	0	0	0	16	20	15	5	0	0	0	0%	56	5%	0	n/a	(9)	(100%)	0	n/a
16	Queretaro, Mexico	6	2	0	0	0	0	0	0	0	0	0	0	0	0%	8	1%	0	n/a	0	n/a	(8)	(100%)
17	Morelia, Mexico	4	1	0	0	0	0	4	2	2	4	2	0	0	0%	19	2%	(2)	(100%)	(2)	(100%)	(4)	(100%)
18	Puebla, Mexico	2	0	0	0	0	0	0	0	0	0	0	0	0	0%	2	0%	0	n/a	0	n/a	(5)	(100%)
19	Piarco, Trinidad	0	0	0	1	0	1	0	0	0	0	0	0	0	0%	2	0%	0	n/a	(0)	(100%)	(1)	(100%)
20	Kenya	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
21	Callao, Peru	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a

Continued on Next Page

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

	<i>Rolling 12 months</i>												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan					H/(L)	% H/(L)	Prior 6 mth Avg	% H/(L)	Prior Yr Ytd	% H/(L)
Removal Destination																						
22 Timehri, Guyana	0	0	0	1	0	0	0	0	0	0	0	0	0	0%	1	0%	0	n/a	0	n/a	0	n/a
23 Nassau, Bahamas	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
24 Dem Rep of Congo	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
25 Liberia	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
26 Cameroon	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
27 Guinea	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
28 Gambia	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
29 Panama City, Panama	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
30 Cuba	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
31 Sierra Leone	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
32 Belize City, Belize	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
33 Nigeria	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
34 Vietnam	0	1	0	0	0	0	0	0	0	0	0	0	0	0%	1	0%	0	n/a	0	n/a	0	n/a
35 Mauritania	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
36 Argyle, Saint Vincent	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
37 Cote d'Ivoire	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
38 Ghana	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
39 San Jose, Costa Rica	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
40 Senegal	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
41 Angola	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
42 Total	70	49	39	47	35	49	99	194	139	136	122	116	116	100%	1,095	100%	(6)	(5%)	(7)	(6%)	35	43%
43 Mexico Total	24	11	9	9	9	16	53	50	43	40	14	0	0	0%	278	25%	(14)	(100%)	(36)	(100%)	(37)	(100%)
44 Africa Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(3)	(100%)
45 # Week Days (non-Holiday)	19	23	22	20	22	22	22	21	21	20	23	21	21		256		(2)	(9%)	(1)	(2%)	2	11%

ICE Air Removal Departure Cities YTD 2021

	<i>Rolling 12 months</i>												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date		
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan					H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg	H/(L) Ytd	% H/(L) Ytd	
Removal Departure																							
1	Laredo, TX	12	7	8	9	9	8	9	26	17	14	32	31	31	27%	182	17%	(1)	(3%)	13	75%	22	244%
2	Harlingen/San Benito, TX	0	1	0	0	0	0	9	43	27	37	39	29	29	25%	185	17%	(10)	(26%)	3	12%	29	n/a
3	Mission/McAllen/Edin, TX	0	0	0	0	0	0	29	59	47	45	18	18	18	16%	216	20%	0	0%	(15)	(45%)	18	n/a
4	Alexandria, LA	13	13	11	13	12	12	6	17	16	22	22	16	16	14%	173	16%	(6)	(27%)	0	1%	(3)	(16%)
5	San Salvador, El Salvador	7	0	0	0	1	1	0	3	2	6	2	8	8	7%	30	3%	6	300%	6	243%	3	60%
6	Ecuador	0	0	0	0	0	4	2	1	2	3	2	4	4	3%	18	2%	2	100%	2	71%	4	n/a
7	El Paso, TX	4	0	1	0	0	0	0	3	1	0	0	3	3	3%	12	1%	3	n/a	2	350%	(9)	(75%)
8	Phoenix, AZ	4	1	0	0	0	0	0	0	0	0	1	3	3	3%	9	1%	2	200%	3	1700%	1	50%
9	Miami, FL	4	4	3	1	0	0	0	0	0	2	0	1	1	1%	15	1%	1	n/a	1	200%	(1)	(50%)
10	Port-au-Prince, Haiti	0	0	0	1	0	1	0	0	0	0	0	1	1	1%	3	0%	1	n/a	1	500%	0	0%
11	Timehri, Guyana	0	0	0	0	2	0	1	1	0	0	0	1	1	1%	5	0%	1	n/a	1	200%	1	n/a
12	Yuma, AZ	0	0	0	0	0	0	0	0	0	0	0	1	1	1%	1	0%	1	n/a	1	n/a	1	n/a
13	Brownsville, TX	11	9	8	11	6	7	21	14	16	0	0	0	0	0%	103	9%	0	n/a	(10)	(100%)	(12)	(100%)
14	San Diego, CA	11	7	1	0	0	8	9	4	3	7	4	0	0	0%	54	5%	(4)	(100%)	(6)	(100%)	(11)	(100%)
15	Honduras	0	4	5	7	3	5	5	10	4	0	1	0	0	0%	44	4%	(1)	(100%)	(4)	(100%)	0	n/a
16	Houston, TX	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
17	Guatemala City, Guatemala	2	2	2	3	2	2	5	5	1	0	0	0	0	0%	24	2%	0	n/a	(2)	(100%)	(3)	(100%)
18	San Antonio, TX	2	0	0	0	0	0	2	7	1	0	0	0	0	0%	12	1%	0	n/a	(2)	(100%)	(2)	(100%)
19	Dallas, TX	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	0	n/a
20	Other	0	1	0	2	0	1	1	1	2	0	1	0	0	0%	9	1%	(1)	(100%)	(1)	(100%)	(3)	(100%)
21	Total	70	49	39	47	35	49	99	194	139	136	116	116	100%	1,095	100%	(6)	(5%)	(7)	(6%)	35	43%	
22	# Week Days (non-Holiday)	19	23	22	20	22	22	22	21	21	20	23	21	21		256		(2)	(9%)	(1)	(2%)	2	11%

Total ICE Air Flights

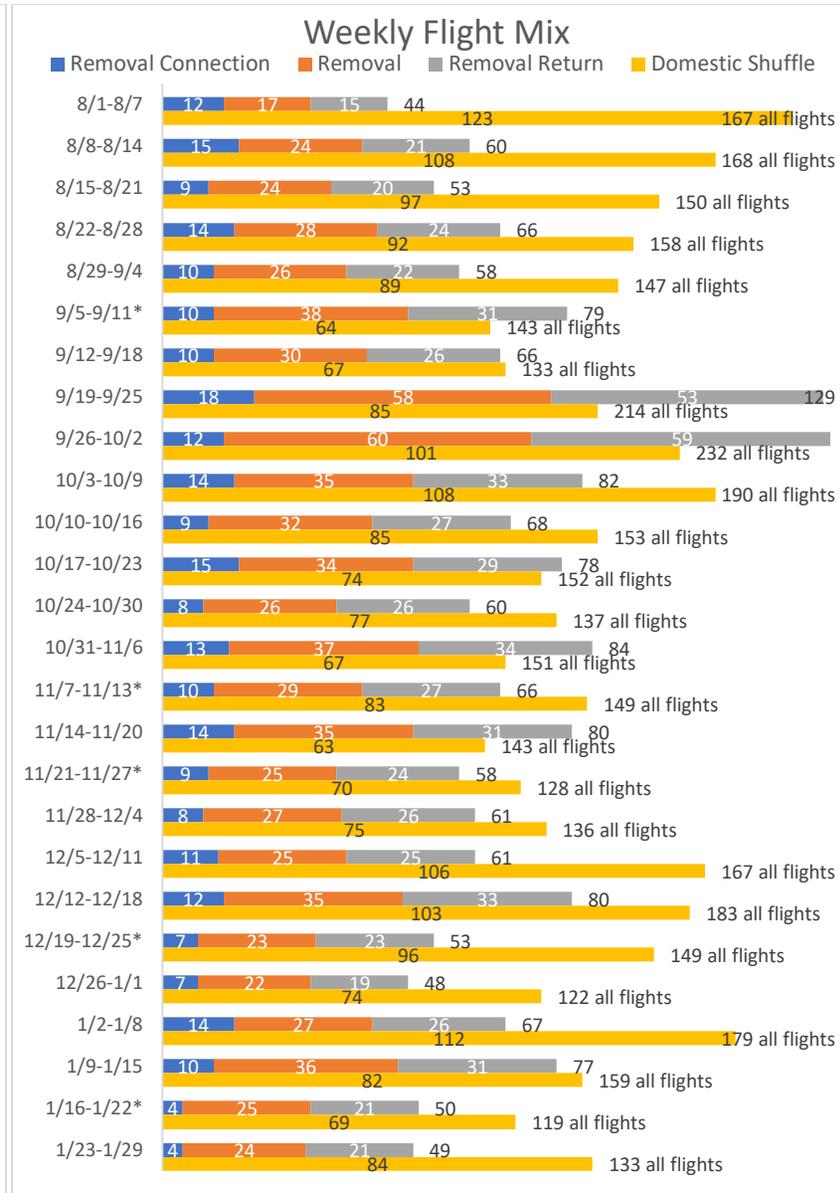
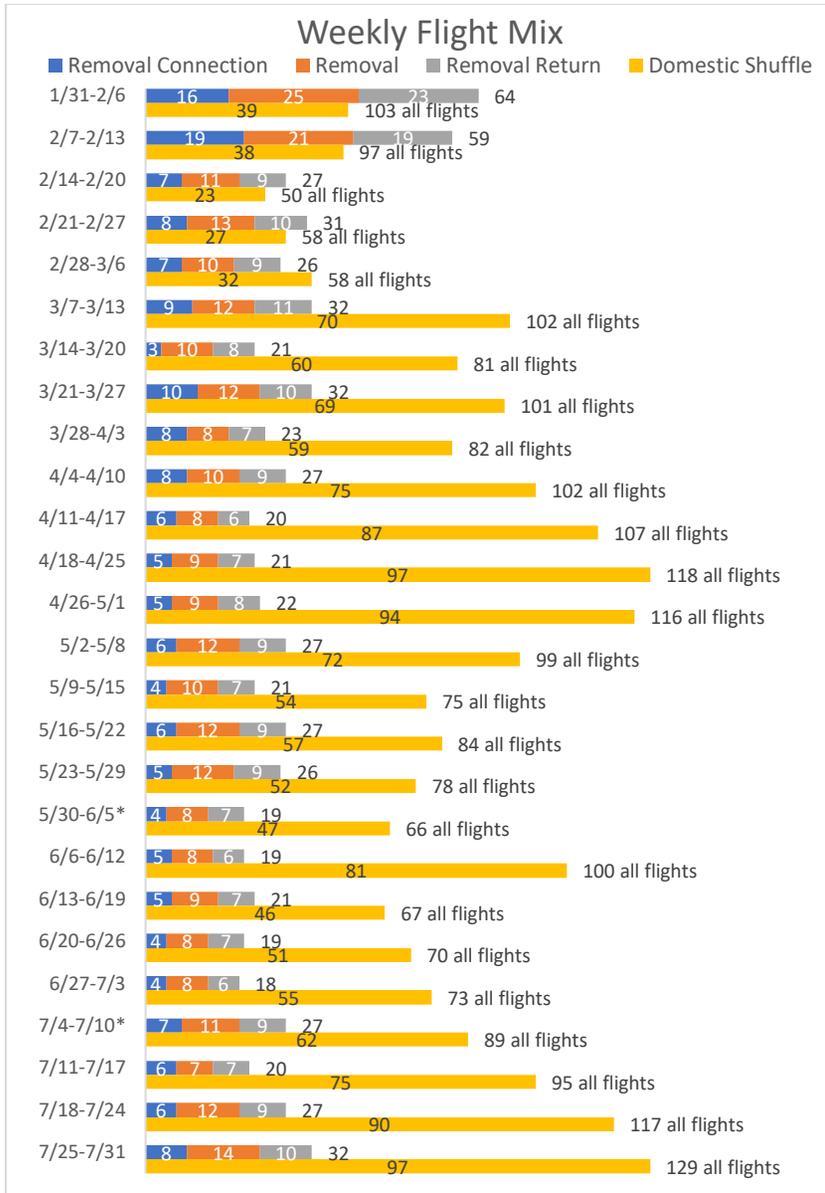
Flight Category	Pre-Biden		Ytd Average				Current Month				Flights since	
	Nov/Dec		Ytd Mo Avg	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	Current Month	H/(L) Pre-Biden	% H/(L) Pre-Biden	% of Flights	01/21/21	% of Flights
	2020 Mo Avg	% of Flights										
1 Removal	83	23%	116	33	40%	19%	116	33	40%	19%	1,118	19%
2 Removal Connection	<u>56</u>	15%	<u>33</u>	<u>(23)</u>	(41%)	5%	<u>33</u>	(23)	(41%)	5%	<u>476</u>	5%
3 Total Outbound Removal	139	38%	149	10	7%	24%	149	10	7%	24%	1,594	24%
4 Removal Return	<u>72</u>	20%	<u>104</u>	<u>33</u>	45%	17%	<u>104</u>	33	45%	17%	<u>989</u>	17%
5 Total Removal Related	211	58%	253	43	20%	41%	253	43	20%	41%	2,583	41%
6 Domestic Shuffle	152	42%	362	211	139%	59%	362	211	139%	59%	3,906	59%
7 Total Flights	362	100%	615	253	70%	100%	615	253	70%	100%	6,489	100%
8 Total Domestic (Remove Connect + Shuffle)	208	57%	395	188	90%	64%	395	188	90%	64%	4,382	64%
9 # Week Days (non-Holiday)	21		21	0	0%		21	0	0%		263	

ICE Air Removal Destination Cities

	Removal Destination	Pre-Biden		Ytd Average				Current Month				Flights since 01/21/21	
		Nov/Dec	% of	Ytd	H/(L)	% H/(L)	% of	Current	H/(L)	% H/(L)	% of	since	% of
		2020	Flights		Mo Avg	Pre-Biden	Pre-Biden		Flights	Month	Pre-Biden		Pre-Biden
1	Guatemala City, Guatemala	13	16%	23	10	77%	20%	23	10	77%	20%	202	18%
2	Honduras	0	0%	27	27	n/a	23%	27	27	n/a	23%	169	15%
3	Port-au-Prince, Haiti	3	3%	32	30	1180%	28%	32	30	1180%	28%	162	14%
4	San Salvador, El Salvador	12	14%	12	1	4%	10%	12	1	4%	10%	94	8%
5	Villahermosa, Mexico	5	5%	0	(5)	(100%)	0%	0	(5)	(100%)	0%	109	10%
6	Ecuador	6	7%	5	(1)	(17%)	4%	5	(1)	(17%)	4%	75	7%
7	Guadalajara, Mexico	9	11%	0	(9)	(100%)	0%	0	(9)	(100%)	0%	47	4%
8	Mexico City, Mexico	9	11%	0	(9)	(100%)	0%	0	(9)	(100%)	0%	43	4%
9	Tapachula, Mexico	0	0%	0	0	n/a	0%	0	0	n/a	0%	56	5%
10	Morelia, Mexico	5	5%	0	(5)	(100%)	0%	0	(5)	(100%)	0%	20	2%
11	Queretaro, Mexico	8	10%	0	(8)	(100%)	0%	0	(8)	(100%)	0%	10	1%
12	Brazil	1	1%	6	6	1100%	5%	6	6	1100%	5%	30	3%
13	Santo Domingo, DR	2	2%	2	0	0%	2%	2	0	0%	2%	21	2%
14	Cap-Haitien, Haiti	0	0%	4	4	n/a	3%	4	4	n/a	3%	26	2%
15	Managua, Nicaragua	2	2%	2	1	33%	2%	2	1	33%	2%	19	2%
16	Bogota, Colombia	1	1%	2	1	100%	2%	2	1	100%	2%	14	1%
17	Puebla, Mexico	4	5%	0	(4)	(100%)	0%	0	(4)	(100%)	0%	4	0%
18	Kingston, Jamaica	1	1%	1	0	0%	1%	1	0	0%	1%	13	1%
19	Piarco, Trinidad	0	0%	0	0	n/a	0%	0	0	n/a	0%	2	0%
20	Timehri, Guyana	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	1	0%
21	Gambia	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	Kenya	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
24	Nigeria	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	Liberia	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
27	Mauritania	0	0%	0	0	n/a	0%	0	0	n/a	0%	0	0%
28	Cuba	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
29	Vietnam	0	0%	0	0	n/a	0%	0	0	n/a	0%	1	0%
30	Angola	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	Cameroon	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
33	Senegal	1	1%	0	(1)	(100%)	0%	0	(1)	(100%)	0%	0	0%
34	Total	83	100%	116	33	40%	100%	116	33	40%	100%	1,118	100%
35	# Week Days (non-Holiday)	21		21	0	0%		21	0	0%		263	

ICE Air Weekly Flight Mix -

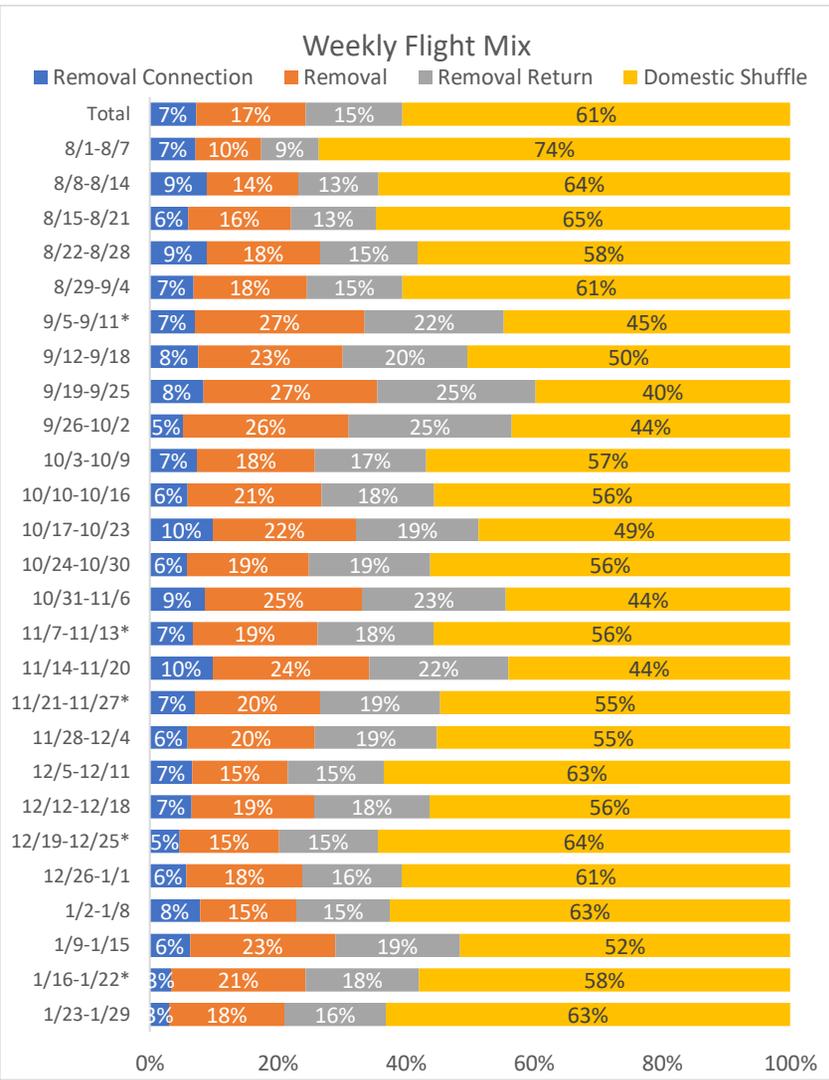
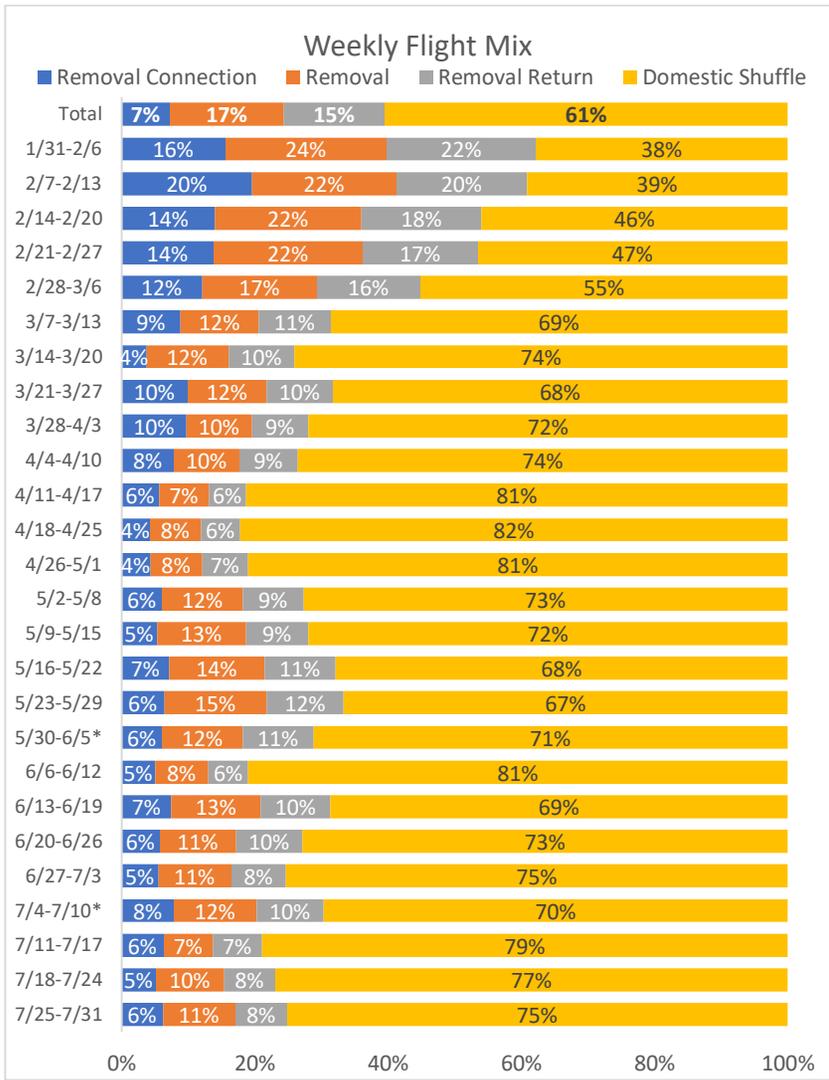
Rolling 12 Months



^ short week
* Holiday

Ice Air Weekly Flight Mix - %

Rolling 12 Months



^ short week

* Holiday

ICE Air Domestic Last 6 months (Aug-Jan)

Destination City

Departure City

	Alexandria, LA	Phoenix, AZ	Harlingen/San Benito, TX	El Paso, TX	Laredo, TX	Brownsville, TX	San Diego, CA	San Antonio, TX	Yuma, AZ	Miami, FL	Houston, TX	Other	Total	% of Total
Alexandria, LA		24	72	10	2	65	16	38	11	7	22	66	333	13%
Phoenix, AZ	64	1	33	20	7	19	41	4	56	2	7	61	315	12%
San Antonio, TX	24	7	50	20	85	8	2		30		9	22	257	10%
El Paso, TX	13	33	28		28	36	1	19	13		11	38	220	9%
Harlingen/San Benito, TX	23	8		46	4	1	38	3	4	14	3	34	178	7%
Brownsville, TX	21	14	2	43			17	4		14		58	173	7%
Yuma, AZ	10	1		37	47		12				3	12	122	5%
San Diego, CA	10	80		4				13	4		2	8	121	5%
Laredo, TX	28	28	11	2				31		2	2	5	109	4%
Miami, FL	17	5	18	1	6	1		7	1		6	41	103	4%
Houston, TX	4	4	2					6		1		48	65	3%
Other	150	46	23	42	20	39	23	23	3	27	0	151	547	22%
Total	364	251	239	225	199	169	150	148	122	67	65	544	2,543	100%
% of Total	14%	10%	9%	9%	8%	7%	6%	6%	5%	3%	3%	21%	100%	

ICE Air Removals Last 6 months (Aug-Jan)

Departure City	Destination City												Total	% of Total
	Guatemala City, Guatemala	Port-au-Prince, Haiti	Honduras	Villahermosa, Mexico	San Salvador, El Salvador	Tapachula, Mexico	Ecuador	Guadalajara, Mexico	Cap-Haitien, Haiti	Brazil	Mexico City, Mexico	Other		
Mission/McAllen/Edinburg, TX	67		14	79		56						0	216	27%
Harlingen/San Benito, TX	50	28	69		27		1				7	2	184	23%
Laredo, TX		82		1				1		16		15	129	16%
Alexandria, LA	23	8	5		18		16			1		28	99	12%
Brownsville, TX	33		6	7	1					2		2	51	6%
San Diego, CA								27				0	27	3%
San Salvador, El Salvador			15				6					0	21	3%
Honduras					1		19					0	20	2%
Ecuador									14			0	14	2%
Guatemala City, Guatemala			1		10							0	11	1%
San Antonio, TX		7	3									0	10	1%
Other	0	4	4	0	4	0	0	0	0	9	0	3	24	3%
Total	173	129	117	87	61	56	42	28	26	23	15	49	806	100%
% H/(L)	21%	16%	15%	11%	8%	7%	5%	3%	3%	3%	2%	6%	100%	

Appendix – Full Year 2021 and 2020

Total ICE Air Flights YTD 2021 – Removal and Domestic

Flight Category	Rolling 12 months												Year To Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg
1 Removal	81	70	49	39	47	35	49	99	194	139	136	122	1,060	17%	1,060	17%	(14)	(10%)	13	12%	47	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>50</u>	<u>54</u>	<u>50</u>	<u>41</u>	<u>480</u>	8%	<u>480</u>	8%	(9)	(18%)	(1)	(3%)	(199)	(29%)
3 Removal	133	120	84	65	69	55	77	151	244	193	186	163	1,540	25%	1,540	25%	(23)	(12%)	12	8%	(152)	(9%)
4 Removal Return	<u>71</u>	<u>61</u>	<u>43</u>	<u>32</u>	<u>35</u>	<u>29</u>	<u>38</u>	<u>86</u>	<u>174</u>	<u>126</u>	<u>126</u>	<u>115</u>	<u>936</u>	15%	<u>936</u>	15%	(11)	(9%)	<u>19</u>	19%	<u>4</u>	0%
5 Total Removal Related	204	181	127	97	104	84	115	237	418	319	312	278	2,476	40%	2,476	40%	(34)	(11%)	31	12%	(148)	(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	459	695	770	683	633	684	6,135	100%	6,135	100%	51	8%	88	15%	1,286	27%
8 Total Domestic (Remove Connect + Shuffle)	201	177	305	394	267	275	372	510	402	418	371	447	4,139	67%	4,139	67%	76	20%	56	14%	1,235	43%
9 # Week Days (non-Holiday)	19	19	23	22	20	22	22	22	21	21	20	23	254		254		3	15%	2	8%	(1)	(0%)

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	Rolling 12 months												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	Prior 6 mth Avg	Prior 6 mth Avg	H/(L)	% 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	12%	132	12%	20	222%	18	152%	95	257%
4	Villahermosa, Mexico	4	2	2	4	5	4	4	20	22	20	5	112	11%	112	11%	(15)	(75%)	(10)	(67%)	75	203%	
5	San Salvador, El Salv	12	10	4	3	4	4	4	4	11	11	14	9	90	8%	90	8%	(5)	(36%)	1	13%	(21)	(19%)
6	Ecuador	5	6	4	5	7	4	5	7	12	7	6	5	73	7%	73	7%	(1)	(17%)	(2)	(27%)	25	52%
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	Brazil	0	0	0	0	1	2	4	4	3	4	3	3	24	2%	24	2%	0	0%	(0)	(10%)	3	14%
11	Morelia, Mexico	4	4	1	0	0	0	0	4	2	2	4	2	23	2%	23	2%	(2)	(50%)	0	0%	0	0%
12	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
13	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%
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	Rolling 12 months												Year to Date	% of Flights	Last 12 Months	% of Flights	Current Month		Current Month		Year to Date	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					H/(L)	% H/(L)	Prior 6 mth Avg	% H/(L)	Prior Yr Ytd	% H/(L)
22 Gambia	1	0	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
23 Vietnam	0	0	1	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
24 Mauritania	1	0	0	0	0	0	0	0	0	0	0	0	1	0%	1	0%	0	n/a	0	n/a	1	n/a
25 Callao, Peru	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(3)	(100%)
26 Nassau, Bahamas	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
27 Dem Rep of Congo	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
28 Liberia	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
29 Cameroon	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(2)	(100%)
30 Guinea	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
31 Panama City, Panama	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
32 Cuba	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
33 Sierra Leone	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
34 Belize City, Belize	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
35 Nigeria	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
36 Argyle, Saint Vincent	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
37 Cote d'Ivoire	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
38 Ghana	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
39 San Jose, Costa Rica	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
40 Senegal	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
41 Angola	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	n/a	0	n/a	(1)	(100%)
42 Total	81	70	49	39	47	35	49	99	194	139	136	122	1,060	100%	1,060	100%	(14)	(10%)	13	12%	47	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%)

Total ICE Air Flights YTD 2020 – Removal and Domestic

Flight Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date	% of Flights	Current Month		Current Month		Current Month	
															H/(L) Pr Mth	% H/(L) Pr Mth	H/(L) Pre-COVID Mth Avg	% H/(L) Pre-COVID Mth Avg	H/(L) In-COVID Mth Avg	% H/(L) In-COVID Mth Avg
1 Removal	92	102	94	47	60	68	82	70	100	132	83	83	1,013	21%	0	0%	(18)	(18%)	3	4%
2 Removal Connection	<u>61</u>	<u>66</u>	<u>51</u>	<u>37</u>	<u>49</u>	<u>45</u>	<u>61</u>	<u>53</u>	<u>68</u>	<u>76</u>	<u>51</u>	<u>61</u>	<u>679</u>	14%	<u>10</u>	20%	<u>(4)</u>	(6%)	<u>7</u>	12%
3 Total Outbound Removal	153	168	145	84	109	113	143	123	168	208	134	144	1,692	35%	10	7%	(22)	(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	241	261	228	128	166	182	225	190	258	324	207	214	2,624	54%	7	3%	(45)	(17%)	6	3%
6 Domestic Shuffle	191	210	264	152	192	204	178	164	192	175	149	154	2,225	46%	5	3%	(57)	(27%)	(25)	(14%)
7 Total Flights	432	471	492	280	358	386	403	354	450	499	356	368	4,849	100%	12	3%	(102)	(22%)	(19)	(5%)
8 Total Domestic (Deport Connect + Shuffle)	252	276	315	189	241	249	239	217	260	251	200	215	2,904	60%	15	8%	(61)	(22%)	(18)	(8%)
9 # Week Days (non-Holiday)	21	19	22	22	20	22	23	21	21	22	20	22	255		2	10%	2	10%	0	2%

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	% H/(L) Pre-COVID	H/(L) In-COVID	% H/(L) In-COVID	
	Removal Destination Cities																					
1	Guatemala City, Guat	42	45	33	10	7	7	13	14	21	29	17	9	247	24%	(8)	(47%)	(34)	(79%)	(6)	(38%)	
2	San Pedro Sula, Hond	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 Salv	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	1	3	7	2	2	1	1	1	1	1	0	1	21	2%	1	n/a	(2)	(64%)	(0)	(32%)	
15	Bogota, Colombia	1	1	1	0	2	1	1	0	2	1	1	1	12	1%	0	0%	0	25%	(0)	(5%)	
16	Kingston, Jamaica	1	1	0	1	1	1	1	0	2	1	1	1	11	1%	0	0%	0	25%	0	6%	
17	Callao, Peru	0	0	0	0	1	0	1	0	0	1	0	0	3	0%	0	n/a	0	n/a	(0)	(100%)	
18	Cameroon	0	0	0	0	0	0	0	0	0	1	1	0	2	0%	(1)	(100%)	0	n/a	(0)	(100%)	
19	Kenya	0	0	0	0	0	0	0	0	1	1	0	0	2	0%	0	n/a	0	n/a	(0)	(100%)	
20	Liberia	0	0	0	0	0	0	0	0	1	0	0	1	2	0%	1	n/a	1	n/a	1	375%	

Continued on Next Page

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	0	1	1	0	2	0%	(1)	(100%)	0	n/a	(0)	(100%)	
22 Piarco, Trinidad	0	0	0	0	0	1	0	0	0	1	0	0	2	0%	0	n/a	0	n/a	(0)	(100%)	
23 Timehri, Guyana	0	0	0	0	0	0	0	0	1	0	0	1	2	0%	1	n/a	1	n/a	1	375%	
24 Nassau, Bahamas	0	0	0	0	0	1	0	0	0	1	0	0	2	0%	0	n/a	0	n/a	(0)	(100%)	
25 Senegal	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%	
26 Belize City, Belize	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)	
27 Sierra Leone	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%	
28 Panama City, Panama	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)	
29 Nigeria	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%	
30 Ghana	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)	
31 Angola	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	(1)	(100%)	0	n/a	(0)	(100%)	
32 Cote d'Ivoire	0	0	0	0	0	0	0	0	1	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)	
33 Guinea	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%	
34 Argyle, Saint Vincent	0	0	0	0	0	0	1	0	0	0	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)	
35 San Jose, Costa Rica	0	0	0	0	0	0	0	0	0	1	0	0	1	0%	0	n/a	0	n/a	(0)	(100%)	
36 Cuba	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	1	n/a	1	n/a	1	850%	
37 Total	92	102	94	47	60	68	82	70	100	132	83	83	1,013	100%	0	0%	(18)	(18%)	3	4%	
38 Mexico Total	2	7	5	0	8	23	29	29	38	38	38	40	257	25%	2	5%	35	669%	14	56%	
39 Africa Total	0	0	0	0	0	0	0	0	4	3	3	5	15	1%	2	67%	5	n/a	3	217%	
40 # Week Days (non-Holiday)	21	19	22	22	20	22	23	21	21	22	20	22	255		2	10%	2	10%	0	2%	

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