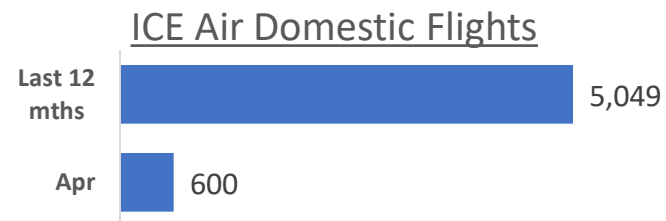
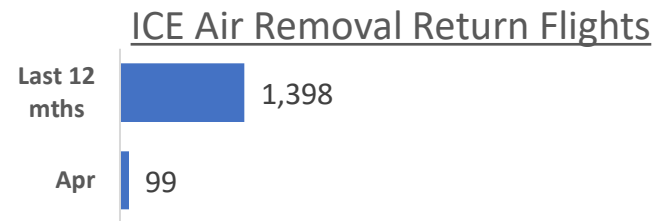
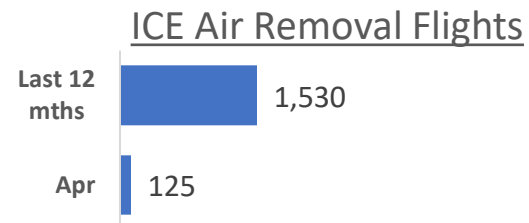
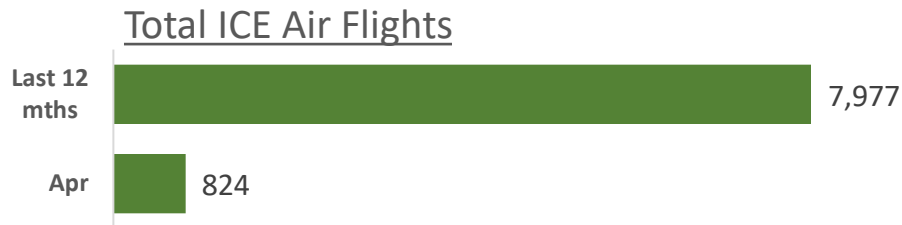


ICE Air Flights

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



- May 5, 2025
Thomas H Cartwright

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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, Poland, and our Southwest Border.

Thomas Cartwright bears total responsibility in its entirety for the work product herein, and in prior publications, and has sole responsibility for the contents, analysis, and distribution. No other individuals or groups bear any responsibility.

ICE AIR EXECUTIVE SUMMARY - APRIL 2025

TOTAL DEPORTATION SUMMARY:

Total Deportations April: 125 (Includes 1 military and 124 non-military) (pages 12,13,25).

- *January 21-31: 44 (includes 8 military)*
- *January Total: 109 (includes 8 military)*
- *February Total: 126 (includes 19 military)*
- *March Total: 134 (includes 8 military)*
- *April Total: 125 (includes 1 military from Guantanamo to El Salvador)*

March by trimester

- *Trimester one: 38 (includes 0 military)*
- *Trimester two: 29 (includes 1 military) - includes Semana Santa semi-pause*
- *Trimester three: 58 (includes 0 military)*

Total Average deportations per weekday April (x Good Friday): 6.0 (Includes .05 military and 5.95 non-military) (page 12).

- *Jan 24-31: 5.2 (includes 1.3 military)*
- *January Total: 5.0 (includes .4 military) – military flights started 24 January*
- *February Total: 6.3 (includes 1.0 military)*
- *March Total: 6.4 (includes .4 military)*
- *April Total: 6.0 (includes .05 military)*

April by trimester:

- *Trimester 1: 4.8 (includes 0 military)*
- *Trimester 2: 5.8 (includes .2 military) – ex Good Friday*
- *Trimester 3: 7.3 (includes 0 military)*

- *There have been 429 deportation flights since inauguration, down 16 (4%) from 445 in the same period in 2024.*
- *There have been 2,475 total flights since inauguration, up 336 (16%) from 2,139 in the same period in 2024 (see details in “Total Flights” section below).*
- *There have been 1,463 domestic shuffle flights since inauguration, up 384 (36%) from 1,079 in the same period in 2024 (see details in “Total Flights” section below).*

AVERAGE DEPORTATIONS PER WEEKDAY:

The average deportations per weekday in April of 6.0 compares to a prior 3-month average of 6.2, a prior 6-month average of 5.7, and 5.8 in April 2024 (page 12).

- In 2024 there were 8 months at or over 6.0 deportations per weekday, with a high of 7.2, with 1Q2024 at 6.5 per weekday.

It is extremely important to note the exit rate of the third trimester of 7.3, especially compared to 4.8 and 5.8 of the first and second trimester, respectively. In the third trimester there were 10 deportations on 3 routes on small jets, departing perhaps 160 people total, about 1 ½ the number of people on a single typical flight. Normalizing for multi-stop routes would bring the deportations per weekday to 6.4. I also don't know if the spike was in some way making up for Semana Santa pauses for some countries and/or the abnormally low number of deportations in the first trimester. That said, this elevation is something I am watching very closely to see if it is sustained.

Note on April deportations per weekday and multi-stop routes:

In April multi-stop routes were utilized less than the outlier month of March with 11 multi-stop routes in April compared to 22 in March. In April 2024 there was only 1 multi-stop route. 4 of the 11 multi-stop routes were on small jets (up to 16-18 passengers). These multi-stop routes have the effect of increasing the number of deportations stops, but not the number of people.

Normalizing to consider multi-stop routes as only 1 deportation for April would reduce the deportations per weekday from 6.0 to 5.3, less than a normalized March which would have been 5.6 on the same basis, and also below April 2024 at 5.8 on the same basis.

APRIL US MILITARY FLIGHTS: only 1 deportation, following 8 in March and 19 in February. The one flight was a military deportation on 13 April from Guantanamo to El Salvador (more below).

There were no military flights to Guantanamo in April following only 1 military in March and 17 military in February. There were, however, 11 traditional ICE routes through Guantanamo (see Guantanamo section below).

- 1 Deportation from Guantanamo to El Salvador deporting a reported 10 people, 6-7 Salvadorans and 3-4 Venezuelans. This military plane operated dark with no transponders operating and my understanding is it was operated directly by DoD. However, it is clear in the Bukele video that the transfer in El Salvador was facilitated by an ICE ERO official as he was the first to meet the Salvadoran military.
- No military deportations directly from the continental US since 28 March.
- Over the first 4 weeks of the use of military planes for deportations, the **weekly pace of military deportations** remained in a range of 6-8 per week, or 1.3 per weekday compared to traditional ICE Air charters at 4.8 per weekday. **However**, there were no military deportations between 21 February and 1 March, and between 2 March and 14 March. Thereafter pace was about 2 per week through March before basically pausing in April.

APRIL TRANSFERS TO AND DEPORTATIONS FROM GUANTANAMO: 11 routes through Guantanamo (all but 1 traditional ICE Air)

- There were 11 routes through Guantanamo in April compared to my observation of 10 in March and 21 in February.
- Of the 11 routes through Guantanamo in April only 1 was on a military plane and 10 were traditional ICE Air flights.

- **Of the 11 flights, 5 continued as deportation flights:** 1 (military) to El Salvador, 3 to Nicaragua, and 1 to Base Soto Cano to transfer people to a Conviasa flight for deportation to Venezuela.
- **As of 30 April, there have been around 460 people in total transferred to Guantanamo.**
- **As of 30 April, there are 32 people at Guantanamo, 27 at the MOC and 5 at Camp 6.**

TOTAL US MILITARY FLIGHTS IN 2025: 36 deportations (2 positioned as DoD direct), 19 to Guantanamo, and 44 Coast Guard lateral flights (a reasonable Coast Guard estimate).

- **Deportations** to Guatemala (15), Honduras (7), Ecuador (3), Panama (3), India (3), Peru (2), and El Salvador (3).
- 9 of the deportations were on **combined routes** of 2, so 27 planes and routes.
- Of the 27 routes (36 deportation stops), 13 left from El Paso (Biggs), 6 left from San Diego (Miramar), 5 from Harlingen, 1 from Tucson, and 2 from Guantanamo.
- A reasonable **estimate for people deported on military planes is 2,200 – 2,300** based on spotty press and governmental reports in receiving countries and that the typical capacity per plane is generally 80. That is about 65 people per deportation, compared to a more traditional 115-125 for a regular ICE Air flight.
- **Coast Guard planes** are operating the only lateral flights along the border now. In April they also operated a few flights from the Denver area, see more in “*Notable Deportations and Routes*” section below. They are not operating any deportations or transfers to Guantanamo, with 3 laterals in January, 16 in each February and March, and just 8 observed in April. Because they travel from various bases some routes are estimated.

APRIL TOTAL DEPORTATIONS: 125 (see country detail below and pages 13,25,26,27):

Total deportations in April of 125 were down 9 (7%) from March, and up 4 (3%) over the prior 6-month average, and 3 (2%) below April 2024. As mentioned above, 11 routes included 2 (10) or 4 (1) stops so normalized that would be 112 deportation planes and routes.

- The Northern Triangle countries of Guatemala (23), Honduras (16), and El Salvador (13) made up just 42% (52) of deportations, compared to a more typical 60% - 65%. Mexico comprised 25% (31), over the typical 20% range (see “*Notable Deportations and Route*” section below). South America made up 16% (20) with other countries making up 18% (22) (pages 26,27).
- The only deportation on a military aircraft was on 13 April and that was down from 8 in March, and 19 in February.
- Driving the drop in deportations from 134 to 125 were decreases in flights to Honduras of 17 (52%) and Guatemala of 12 (34%), offset by increases in deportations to Mexico of 9 (41%), Africa of 5 all on small jets (March was 0), Venezuela of 3 (100%), and the Dominican of 2 (100%).

APRIL NOTABLE DEPORTATIONS AND ROUTES (pages 14,25,26,27):

- **ATYPICAL FLIGHT ROUTES NEAR CONCENTRATED ENFORCEMENT ACTIONS** – It seems like ICE Air is including new cities in routes during heightened enforcement action spurts. Will keep monitoring new or rare city stops in a concentrated time. As examples in April:

- **Abilene.** 7 flights through Abilene between 13 April and 17 April, and no others in April. All proximate to a potential AEA flight of Venezuelans.
 - **Tampa and Orlando.** a total of 5 flights through either Tampa or Orlando (very rare, if ever) between 22 April and 26 April, proximate to reported ICE raids in Florida.
 - **Charlotte.** 9 routes through Charlotte (very rare, if ever) between 1 April and 11 April – less clear if this is related to ICE enforcement.
 - **Denver.** 3 Coast Guard flights from Centennial airport near Denver to Houston between 24 April and 28 April. Local group reported proximate to enforcement actions and asked for flight confirmation.
- **LESS RELIANCE ON MULTI-STOP DEPORTATION ROUTES AND MORE RELIANCE ON DOMESTIC CONNECTION FLIGHTS PRIOR TO DEPORTATIONS** – In April there were 11 routes (4 on small jets) that made multiple deportation stops compared to 22 (none on small jets) in March. So, as the reliance on multi-stop deportations fell, more reliance on multiple-stop domestic connection flights to deportations increased. **This is not surprising based on a reasonable view that the lower the number of people subject to deportation to a specific country the more difficult it is logistically to operate a full plane from a single departure point with a single nationality. You can either include more domestic stops to fill a plane with a single nationality (more domestic connection flights in April) or include different nationalities at a departure point and make deportation stops in multiple countries (more multi-stop deportations in March).**
- **The fundamental driver of the logistical complexity is the very small number of encounters (page 18) at the border and that is reflected in the relationship of connection flights to deportation flights.** With fewer encounters you would expect there would be more domestic stops to pick up people of a single nationality for a deportation flight and the facts illustrate that. **The percentage of connection flights to deportation flights increased from 45% to 61%, to 79% in February, March, and April respectively. April at 79% was slightly higher but relatively consistent with that ratio for the year of 2020 when encounters averaged about 45,000. During periods of relatively high encounters the percentage of connection flights to deportation flights where in the much lower range of 25% - 50%.**
- **EL SALVADOR** accepted 1 CECOT flight from Guantanamo on 13 April delivering 10 people comprised of 3-4 Venezuelans and 6-7 Salvadorans depending on the reporting. This was reported to be an exclusive DoD flight (as was the 31March/1April flight) and not one organized by US Transcom who organized other military flights, perhaps to put the fig leaf of national security over the reason for the deportation. It was clear, however, that ICE ERO accompanied this flight, and an ICE ERO official appears in a Bukele video transferring the people accompanied by military personnel. The flight operated without visibility with transponders turned off for secrecy.
 - **UZBEKISTAN** sent an Uzbekistan Airways (national airline of Uzbekistan) flight to JFK on 30 April for a return flight of 131 people. The night before was the first time I ever observed an ICE Air flight stop at JFK. **Although much was made of this flight by the Administration, it was by far not the first deportation to Uzbekistan (although the first with a plane furnished by Uzbekistan).** On 20 December 2023 there was a deportation on a large jet to Uzbekistan and in each of March, June and August 2024 there were large jet deportation routes with stops in Albania, Georgia, Uzbekistan, and Romania. We have no visibility into the number of people.
 - **VENEZUELA** accepted 6 flights in April up from 3 and these seem to be on a 2 per week pace, alternating a direct flight to Venezuela from the US with a flight to Soto Cano base in Honduras for a transfer to a Conviasa plane for return. Perhaps Maduro will only accept 1 direct flight as he much prefers to send his own planes to position these flights as a rescuing of people under their Vuelta a la Patria

program. I was very surprised when 2 Conviasa planes landed at Fort Bliss on 10 February for repatriation flights because of sanctions, but none have landed on US soil since. The transfer in Honduras allows for a return on a Conviasa plane (page 26).

- Through April, since the resumption of flights in February, there were **12 flights returning 2,066 people from the US**. Noting that there were **2 additional flights on 2 May** bringing that total to **2,423**.

- There have also been **4 return flights from Mexico to Venezuela returning a total of 1,182 people** bringing the **total under Vuelta a la Patria for 2025 to 3,605 through 2 May** for the US and Mexico.

- Deportations to Venezuela restarted the first time in October 2023 and operated into January 2024. During those 4 months there were only 15 deportation flights to Venezuela. They then paused again until February 2025.

- **MEXICO** is accepting significantly more deportation flights now and ICE is reportedly returning all Mexican nationals by air now to the deep southern cities of Tapachula and Villahermosa with none by land. I am guessing the change may be as a deterrent to crossing again quickly from border cities as 66% of the Border Patrol encounters in March were of Mexican nationals, and it was the only nationality with a meaningful increase (15%). Most ICE deportations are now likely from interior enforcement actions and many may have no one in Mexico and/or nowhere to go in Mexico. It seems Border Patrol is still returning Mexican nationals by land but working to understand more this week (pages 26,27).
 - In April there were 31 deportation flights to Mexico, up 9 (41%) from March, and 25% of all deportations. Importantly, this increase comes after an unexplained pause in deportations for 10 days from 5 April through 16 April. Deportations alternate between Villahermosa and Tapachula with 14 to Villahermosa and 17 to Tapachula in April. Through 5 April there were 5 deportation flights (1.3 per weekday average) and from the 16th through the 30th there were 26 flights (2.4 per weekday average). If this pace continues it would result in around 50 deportation flights to Mexico in May.
 - In January 12% of US returns to Mexico were by air. This increased to 16% and 24% in February and March, respectively. I would estimate April will be in the range of 35% and if the pace continues May could be close around 50%, assuming total returns are up slightly. Total returns of Mexican nationals (land and air) from the US to Mexico based on their reporting is 14,319, 8,872, and 9,346 for January, February, and March, respectively, for total for 1Q of 32,537.
 - Moreover, the deportation routes are more expansive. They used to primarily originate in Harlingen and/or El Paso with some routes combining the two. That was still when there were ICE returns by land. Now most routes are combining 2 more expansive cities before the return, most notably in the west with Phoenix, San Diego, and Yuma more prevalent.
- **NICARAGUA** All 3 of the flights to Nicaragua (1 every 2 weeks generally) originated in Alexandria LA and then stopped in Guantanamo before the deportation to Nicaragua. None were on military planes.

APRIL TOTAL DEPORTATIONS BY COUNTRY: 125 (pages 26,27).

- Mexico: 31
- Guatemala: 23
- Honduras: 16
- El Salvador: 13 (includes 1 military from Guantanamo)

- Ecuador: 5
- Colombia: 5 - all their Air Force planes
- Venezuela: 6 - with 3 on Conviasa through Honduras, 2 direct ICE Air, 1 ICE Air from Guantanamo
- Peru: 2
- Dominican: 4
- Nicaragua: 3 – all including Guantanamo from Alexandria LA
- Brazil: 2
- Haiti, Jamaica, Uzbekistan, Cuba (1 each). On small jets: Africa (5), India, Pakistan, Nepal, Kosovo, Bangladesh, Greece.

APRIL TOTAL FLIGHTS: 824 (page 13,14,25).

Total flights of 824 is the second highest month since January 2020. Only August 2023 was higher at 856. Lofty levels were driven by elevated domestic shuffle flights and to a lesser extent, increased domestic connection flights prior to deportations.

- *The number of planes operating each day now seems to be in the 10-12 range, up from 8-10 each day over the last 6-7 months. The 10 – 12 range is relatively consistent with the range in the 2023 and early 2024 periods (page 14).*

Total flights in April, at 824, were up 17 (2%) from March at 807, sustaining elevated levels for similar reasons, and a significant 192 (30%) over the prior 6-month average and 166 (25%) over April 2024. Total flights per weekday were 39, up 1 from March, but up 9 (30%) over the prior 6-month average of 30, and up 9 over April 2024. As noted above, almost all of the increase driven by domestic shuffle flights.

Shuffle flights of 501, the third highest level recorded since January 2020 behind only November and December 2022 at 523 and 511, respectively, were the main driver of the peak level of total flights. Shuffle flights were 159 (46%) over the prior 6-month average. These shuffle flights move people to, between, and from detention facilities. This increase is likely driven by the need to move people from the interior to deportation staging centers that are currently along the border, rather than just move from Border Patrol processing centers that are proximate to staging facilities as encounters plummeted. Moreover, there may be a need to optimize detention bed space as detention numbers have ballooned from 39,152 on 29 December to 47,928 on 16 April. **The full year of 2024 average of 331 shuffle flights per month compared to 501 in April 2025, an increase of 170 (51%).**

Removal flights were down 9 (7%), and just 4 (3%) over the prior 6-month average and 3 (2%) below April 2024. There were 125 removal flights, 99 returns after deportations, and 99 connection flights. The significant difference between deportations and their related returns is the result of the use of multiple deportations on single plane routes in March as well as the countries of Colombia, Venezuela and Uzbekistan providing their own planes, which are counted as a deportation with no return.

Country Detail

Mexico (31) - Please see the “April Notable Deportations and Routes” section above.

Guatemala flights decreased by 12 (34%) from 35 to 23 in April, the lowest level since January 2023, and 9 (27%) below the prior 6-month average and 19 (45%) below April 2024 (page 26). None were operated by the military, and it is important to note that only 6 flights were coupled with flights to another country in the same route compared to 22 in March. This reduction in multi-stop routes resulted in the average of people per plane increasing from 70 in March to 109 in April.

Encounters of Guatemalans in March decreased significantly again by 631 (43%) to 850.

ICE Air returned 2,507 Guatemalans in April up slightly by 71 (3%) from March, despite deportations decreasing by 12. April returns were down 2,345 (48%) from April 2024. Based on March encounters, returns in April represented almost 3x prior month encounters, illustrating interior enforcement.

In April, Mexico operated 0 deportation flights to Guatemala, following 4 in March, a typical recent month. There was a report that Mexico was soliciting bids for deportation flights of up to 11 per week. Since that one article I have not seen anything else, so perhaps a brief pause. Mexico did return 332 Guatemalans by land which was up from 95 in March, however the **total return of 332 was 1,265 (79%) lower than April 2024.**

Honduras flights decreased significantly by 17 (52%) from 33 to 16 in April, the lowest level since January 2023, and were 8 (32%) under the prior 6-month average, and 13 (45%) below April 2024 (page 26). The military operated no flights and only 2 flights were coupled with a deportation route to another country compared to a massive 21 in March.

Because of the drop in multi-stop routes Honduras returned 305 (15%) more people at 2,297, with 17 fewer deportation stops than March, based on their reporting. Returns in April 2025 were down 1,190 (34%) from April 2024.

Encounters of Hondurans decreased by 196 (34%) in March to just 376. **Returns based in April are around 6x March encounters (small base), again reflecting interior enforcement.**

Mexico operated 1 deportation flight to Honduras in April, down from a more typical 4 in March. Perhaps the pause before a new air contract is negotiated as discussed in the Guatemala section. In April, Mexico returned 141 Hondurans by air and 176 by land for a total of 317, down 675 (68%) from April 2024.

El Salvador Please see the “Notable Deportation” section above in addition. **Flights decreased by 1 (7%) to 13 in April from 14 in March and were 3 (30%) above the prior 6-month average and 3 (30%) over April 2024 (page 26). Just 2 of the flights were coupled with routes to other countries compared to 4 in March.**

In March, encounters of Salvadorans decreased by 88 (31%) to just 198. The estimated number of Salvadorans returned in April of 1,300 represents 6.5x (small base) March encounters, reflecting interior enforcement.

Venezuela (6) - Please see the “April Notable Deportations and Routes” section above.

Ecuador flights dropped by 1 (17%) in April from 6 to 5 which was 3 (36%) below the prior 6-month average and 6 (55%) below an elevated April 2024 (page 26). Encounters of Ecuadorians fell 123 (54%) from 227 in February to just 104 in March. Estimated returns in April of 500 represented 5x (small base) prior-month encounters, reflecting interior enforcement.

Colombia flights decreased by 1 (17%) from 6 in March to 5 in April and were 4 (43%) below the prior 6-month average, and 4 (44%) below April 2024 (page 26). All 5 were operated by Colombian Air Force planes arriving and departing from Alexandria LA. All the last 21 deportations have been on Colombian Air Force planes following the declarations by President Petro that returns in shackles by ICE are inhumane and lack dignity.

Encounters of Colombians fell by 35 (26%) from 137 in February to 102 in March. It is estimated that returns in April represented about 5x March encounters, reflecting interior enforcement.

Peru flights remained flat at a normal range of 2 in April, equal to the prior 6-month average and 1 (33%) below April 2024. (page 26).

Encounters of Peruvians decreased by 1 (2%) from 42 to 41 in March. Returns in April represented around 5x March encounters, reflecting interior enforcement.

Other Removal Destinations were Nicaragua (3), Brazil (2), Dominican (4), Haiti (1), Cuba (1), Uzbekistan (1), and Jamaica (1), all within generally normal patterns, except the 4 to the Dominican rather than a more typical 2. (page 26,27). There were also 4 small jet deportations (maximum 16-18 people each) that stopped in Gambia, Guinea, Mauritania, Kenya, Liberia, India, Nepal, Greece, Kosovo, Pakistan, and Bangladesh.

Mexico Operated Removal flights decreased from 9 in March to 3 in April, with 2 to Venezuela on Conviasa (Venezuela state airline), and 1 to Honduras (page 21). The seeming pause in deportation flights could be in some way related to the press report that Mexico would solicit a bid for a carrier to operate up to 11 deportations per week, a level reasonably consistent with the 2-year period before March 2023, but levels that would be over 30 per month more than March 2023 forward.

A total of 619 people were returned on the 2 flights to Venezuela and combined with the other 2 Vuelta a la Patria flights from Mexico there have been 1,182 people returned to Venezuela from Mexico in 2025.

US Funded Panama Deportations

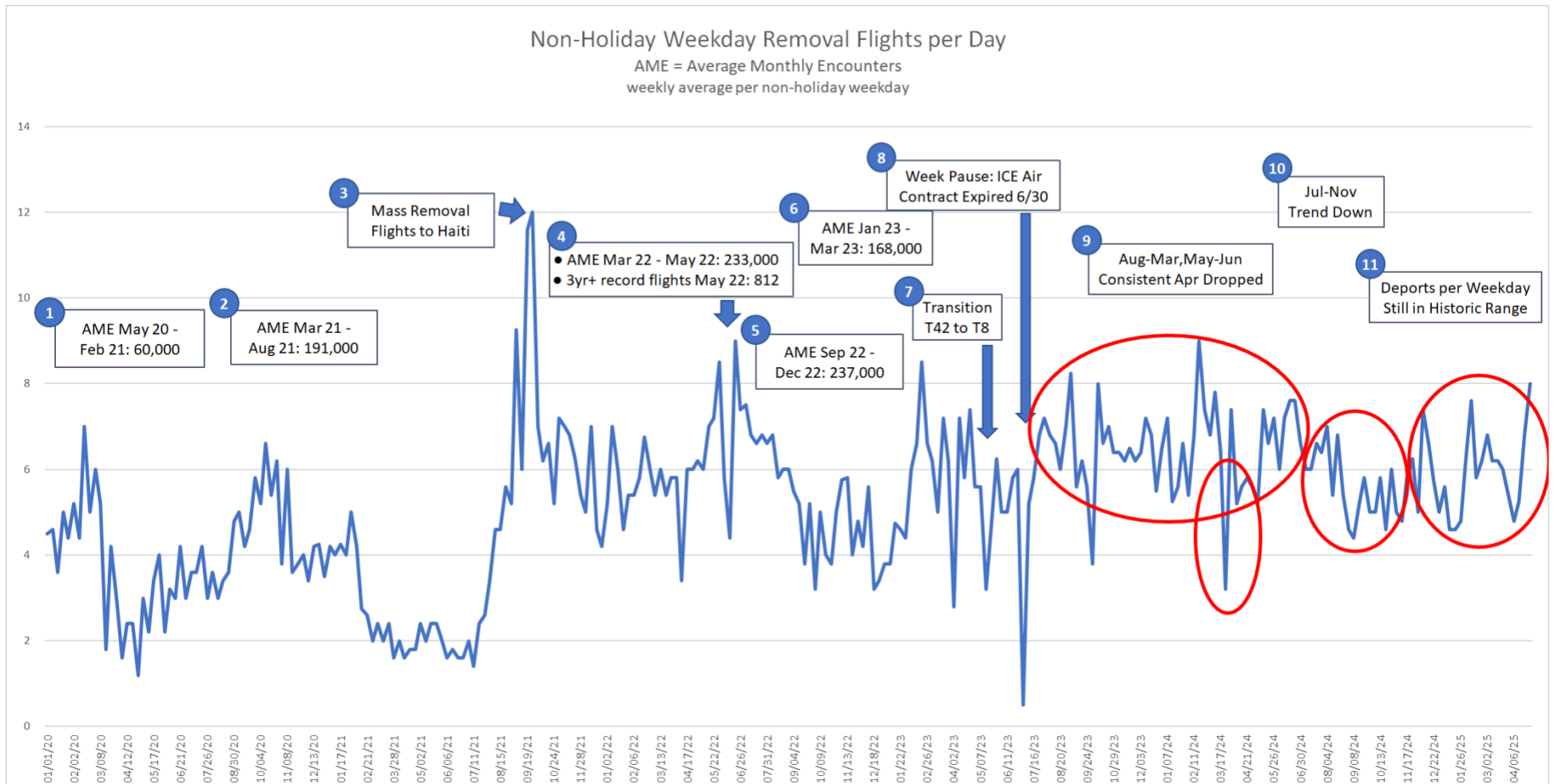
In April Panama operated only 1 deportation flight, departing only 30 people to Colombia and 10 people to Ecuador. The reduction in deportation flights no doubt reflects the colossal drop in entries to the Darién to only 194 (6.2/day) in March 2025 from 36,841 (1,188/day) in March 2024. From the beginning of August 2024 through April 2025 Panama has operated 50 deportations: 34 to Colombia, 14 to Ecuador, 1 to India, and 1 to India/Vietnam. The monthly pace August 2024 through April 2025 was, 5, 8, 12, 9, 5, 4, 4, 1, and 1, respectively. The total estimated expense for the 50 flights is \$2.6 million to deport about 1,920 people based on some reporting by Panama (\$1,350 per person). The US allocated \$6 million. These statistics do not include any individual plane tickets purchased for the third-country nationals deported by the US to Panama.

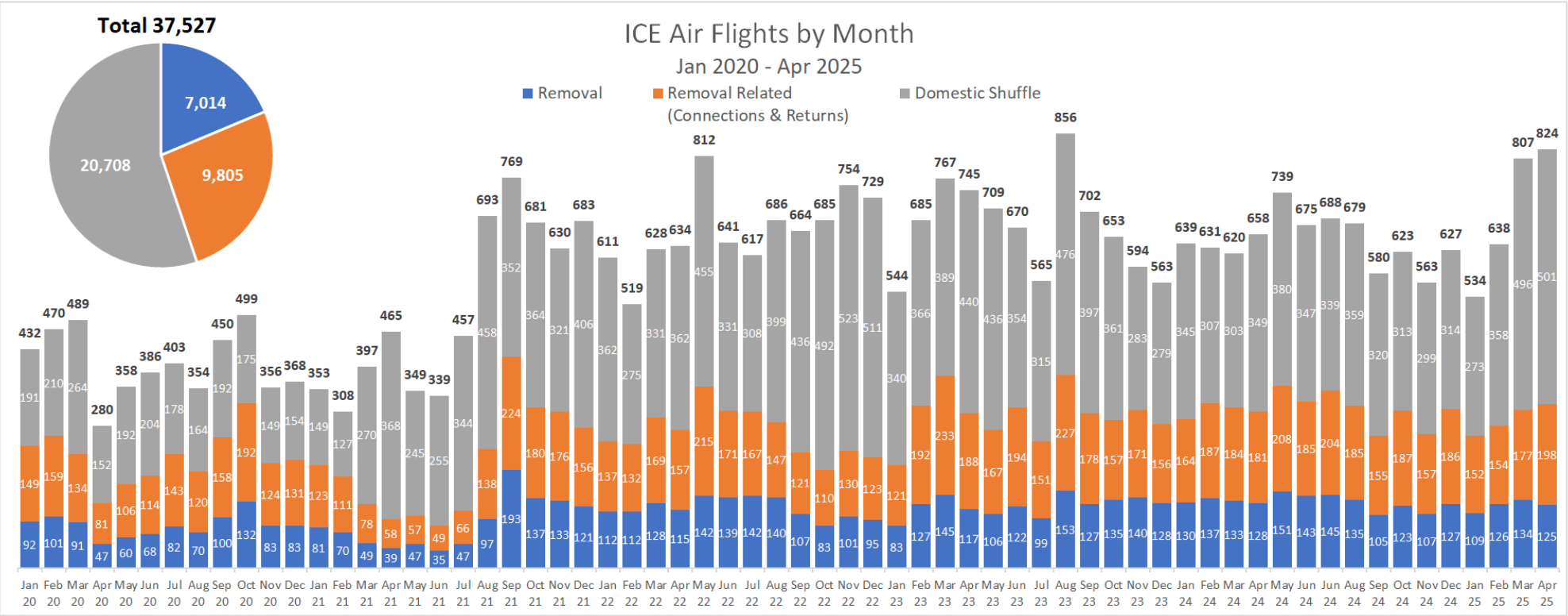
END NOTE: THE USE OF MILITARY AIRCRAFT - INESSENTIAL, INEFFICIENT, AND INHUMANE - A PAUSE FOR ROUTINE DEPORTATION AND GUANTANAMO TRANSFER FLIGHTS.

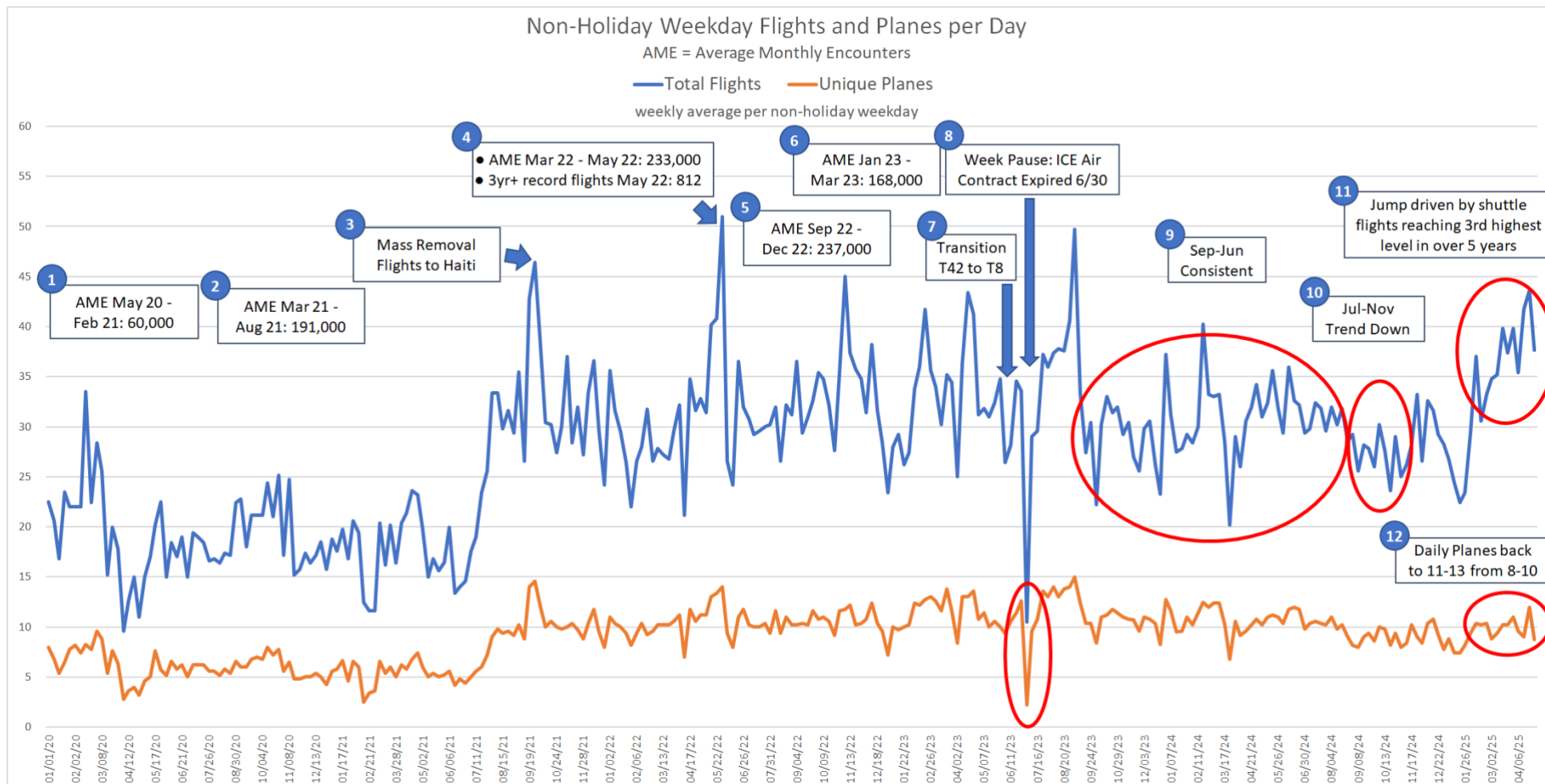
It seems that, for now at least, the use of military aircraft has been paused except for those deportation flights to El Salvador from Guantanamo (31 March and 13 April) where a fig leaf was employed and promoted that these were DoD flights for National Security. For the 31 March flight it was indicated that no DHS personnel were involved, a case that can't be made for 13 April based on a Bukele video clearly showing an ICE ERO OFFICIAL leading people off the plane. How long the pause will last is uncertain.

It is clear, based on the facts presented here and that I have reported since inauguration, that the use of military aircraft has been inessential, so far, from a capacity perspective. That, of course could change in the future, depending primarily on interior arrests if encounters stay around current levels. But for the first 2 months it is crystal clear the use of military cargo planes has not been necessary in any way.

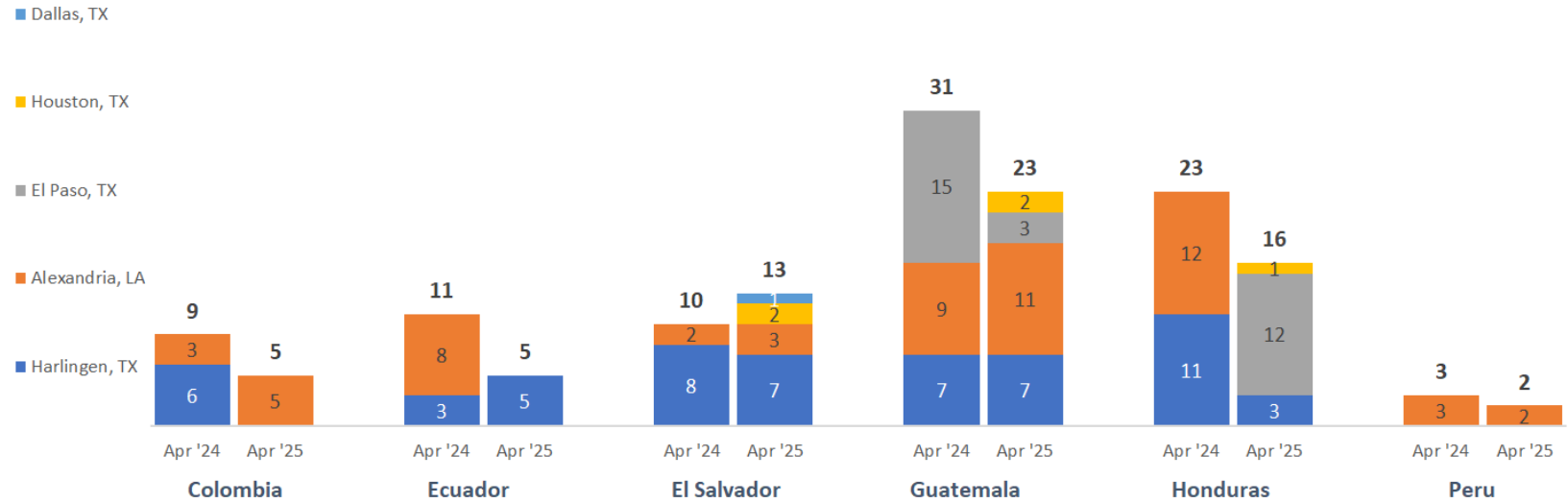
- **Proof Point:** by comparison to the 125 deportations in April representing 6.0 per weekday, in September 2021 during the air lift of Haitians there were 193 deportation flights, an average of 9.2 per weekday, with NO use of military aircraft. The next 4 highest months for deportations since 2020 were August 2023 (153), May 2024 (151), and June 2024 and March 2023, both at 145 (page 12).
- **Proof Point:** It required the United States military 13 planes to deliver 178 people in custody to Guantanamo. Then 2 traditional ICE charters (only 2) delivered all of them to Honduras to be returned to Venezuela on just 1 plane. What took the US 13 military aircraft flights and a 2-plane transfer to accomplish, Venezuela accomplished with 1 flight.
- **Proof Point:** March total of 807 and April of 824 compares to the top 5 months in total flights since 2020, all with no military planes utilized, of 856 (August 2023), 812 (May 2022), 769 (September 2021), 767 (March 2023), and 754 (November 2022) (page 13).
- **Proof Point:** In March there were 27 lateral flights and in April only 13. In December 2023 there were 134 lateral flights with no use of military planes. November 2023 recorded 128, October 2023 recorded 115, and April 2023 recorded 99 (page 17).
- **Military planes are far more inefficient** in terms of both mission capacity and cost. Military aircraft used for deportations generally continue to operate with only 80 people compared to a traditional ICE Air flight which could easily operate with 115-125 people. In fact, in 4Q 2024 the average number on a deportation flight to Guatemala was 125. In March the average number of people deported per plane to Guatemala will be only about 68 because of the use of military planes and 4 multi-stop routes.
- **Military planes fly longer routes** to avoid air space for which they have no permission to broach and, as has been well-reported, they appear to cost significantly more to operate by a factor of around 1.5x, not even considering the military planes often travel to Biggs in Texas, or other origination sites, from California or Washington State.
- **{Editorial}** I continue to believe that military cargo aircraft is being used solely to support the spurious assertion that the US is being "invaded" and the military is necessary to quell the invasion. Moreover, the use of cargo planes is only to image that these humans are not worthy of the dignity of civilized transport, as the military does for their troops who are generally not transported on cargo planes.



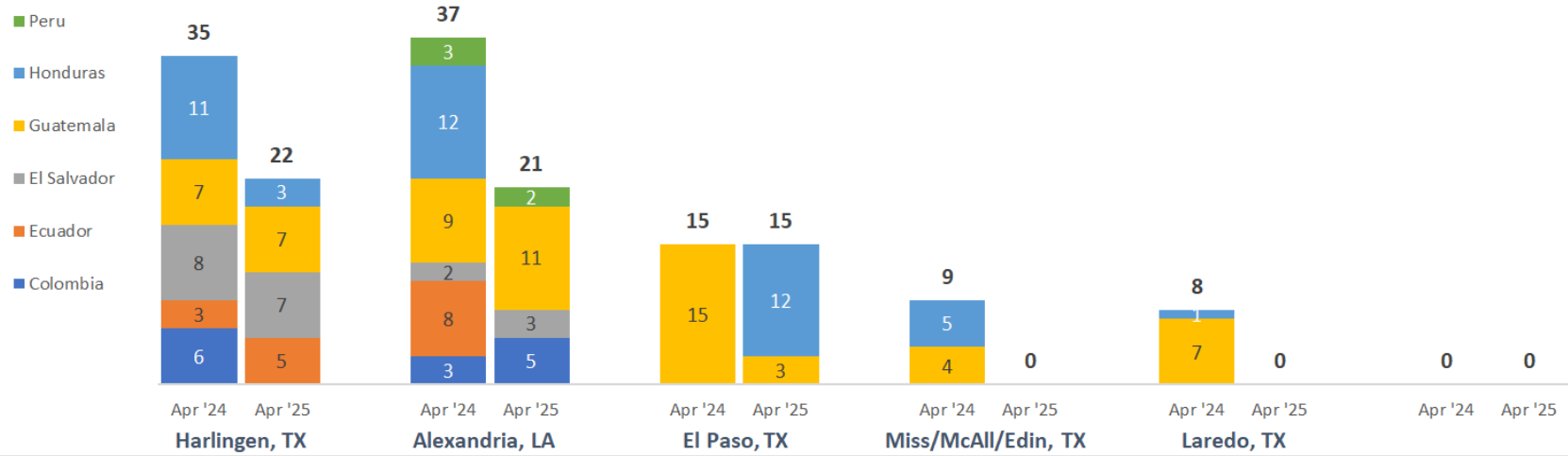




Departure Cites for Select Removal Arrival Destinations April 2024 and 2025



Removal Destination by Select Departure Cities April 2024 and 2025

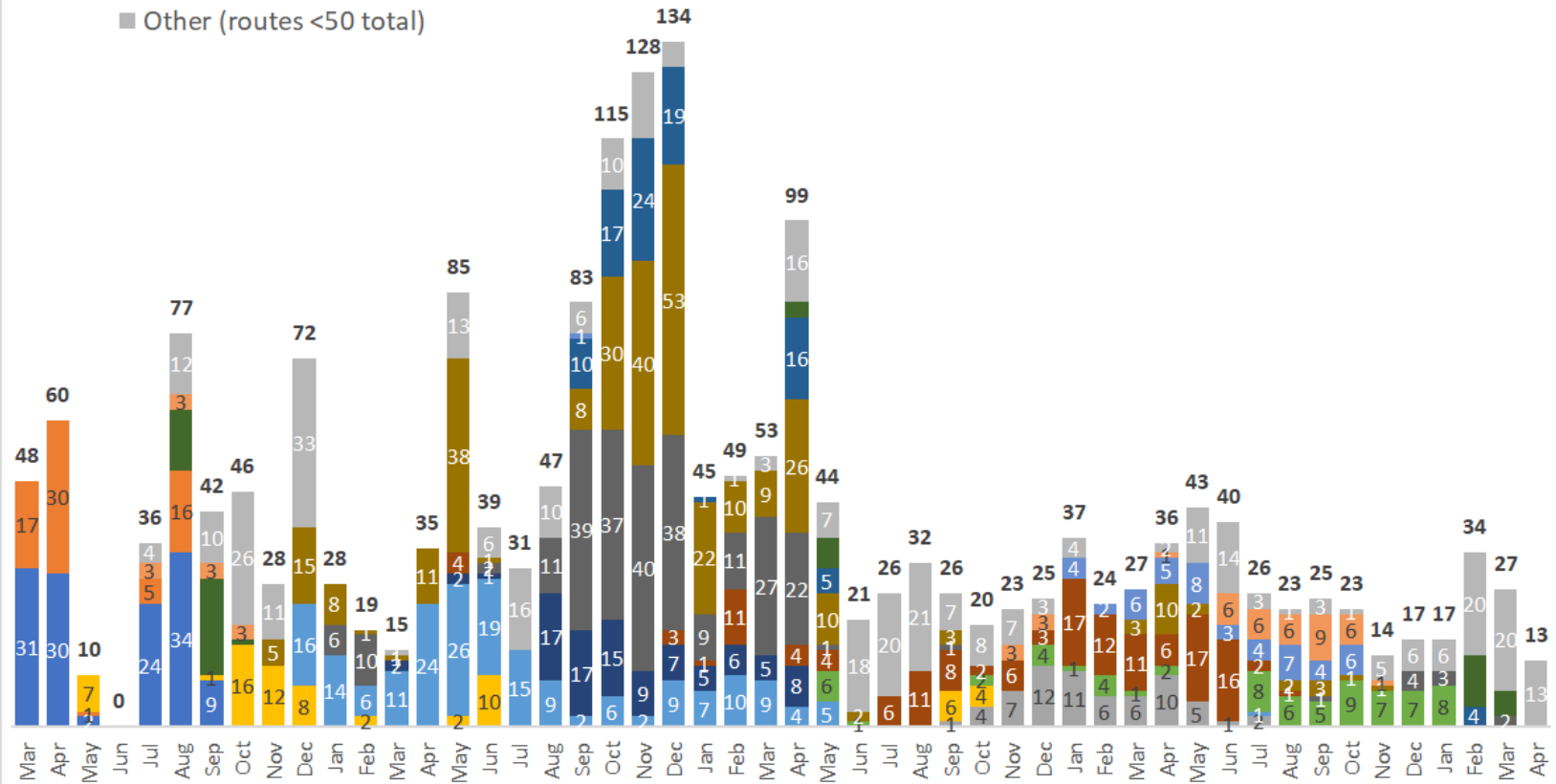
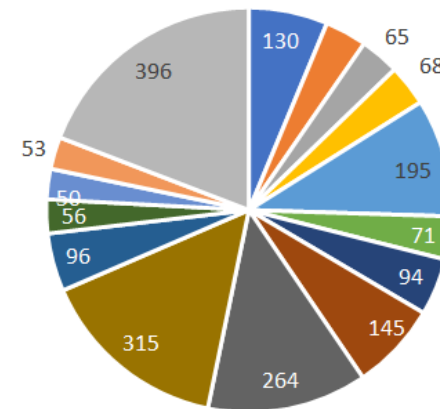


Lateral Flights

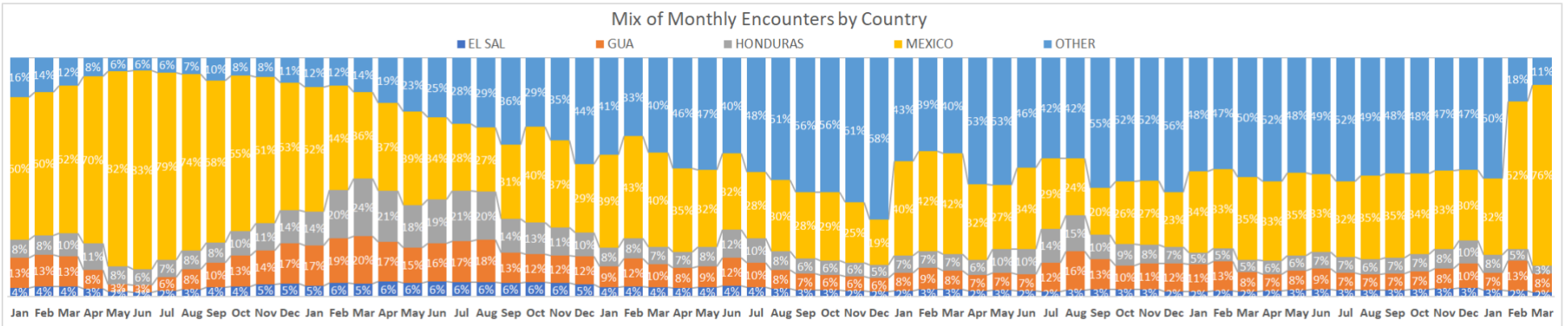
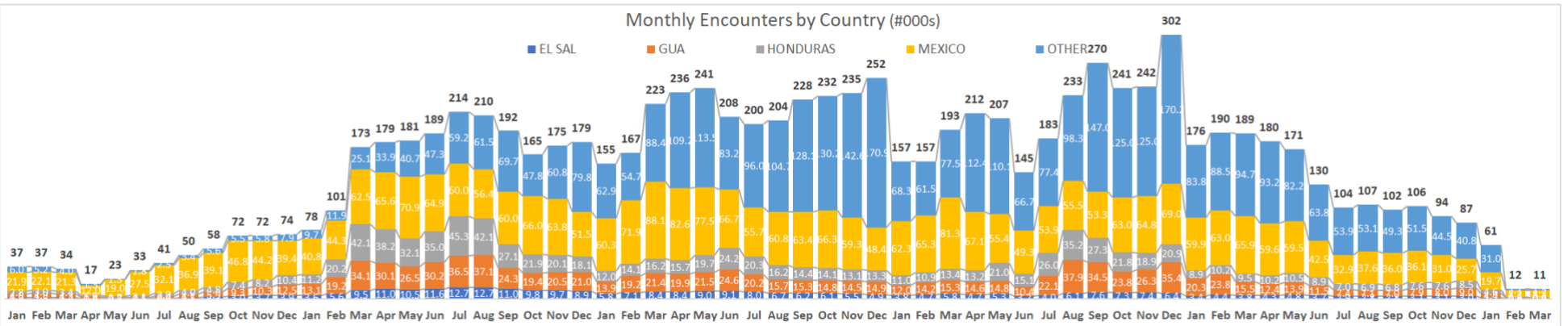
Started March 8th, 2021

- Brownsville to El Paso
- Tucson to McAllen, TX
- Yuma to Laredo
- Yuma to Harlingen, TX
- El Paso to Harlingen, TX
- El Paso to San Diego
- El Paso to McAllen, TX
- Other (routes <50 total)
- Brownsville to San Diego
- Yuma to El Paso
- San Diego to Laredo
- Tucson to Laredo
- El Paso to Laredo
- Harlingen, TX to San Diego
- San Diego to McAllen, TX

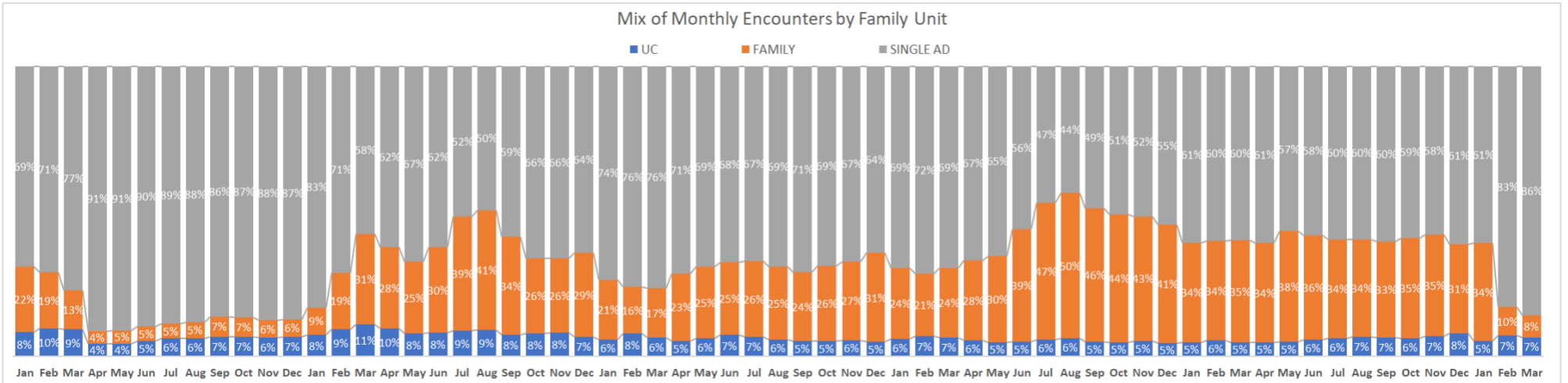
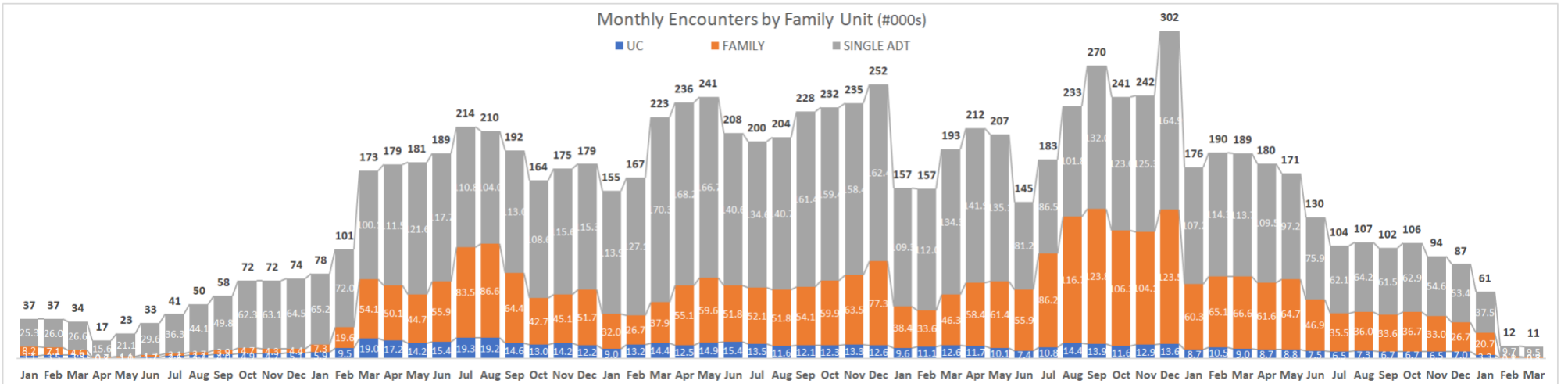
Total 2,067



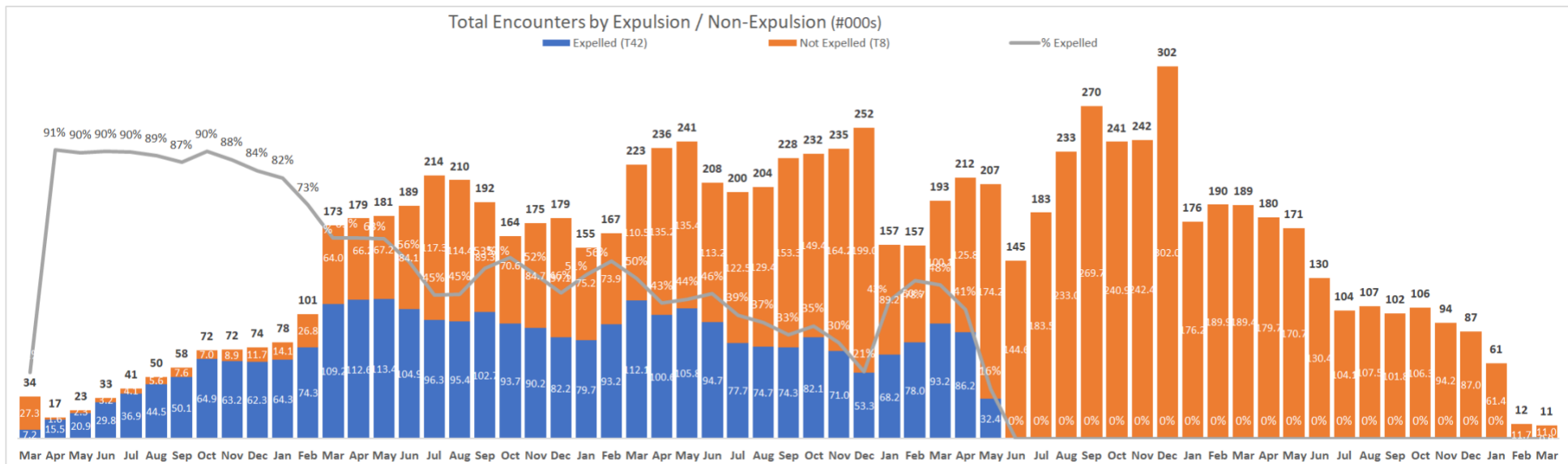
Excludes Return Legs



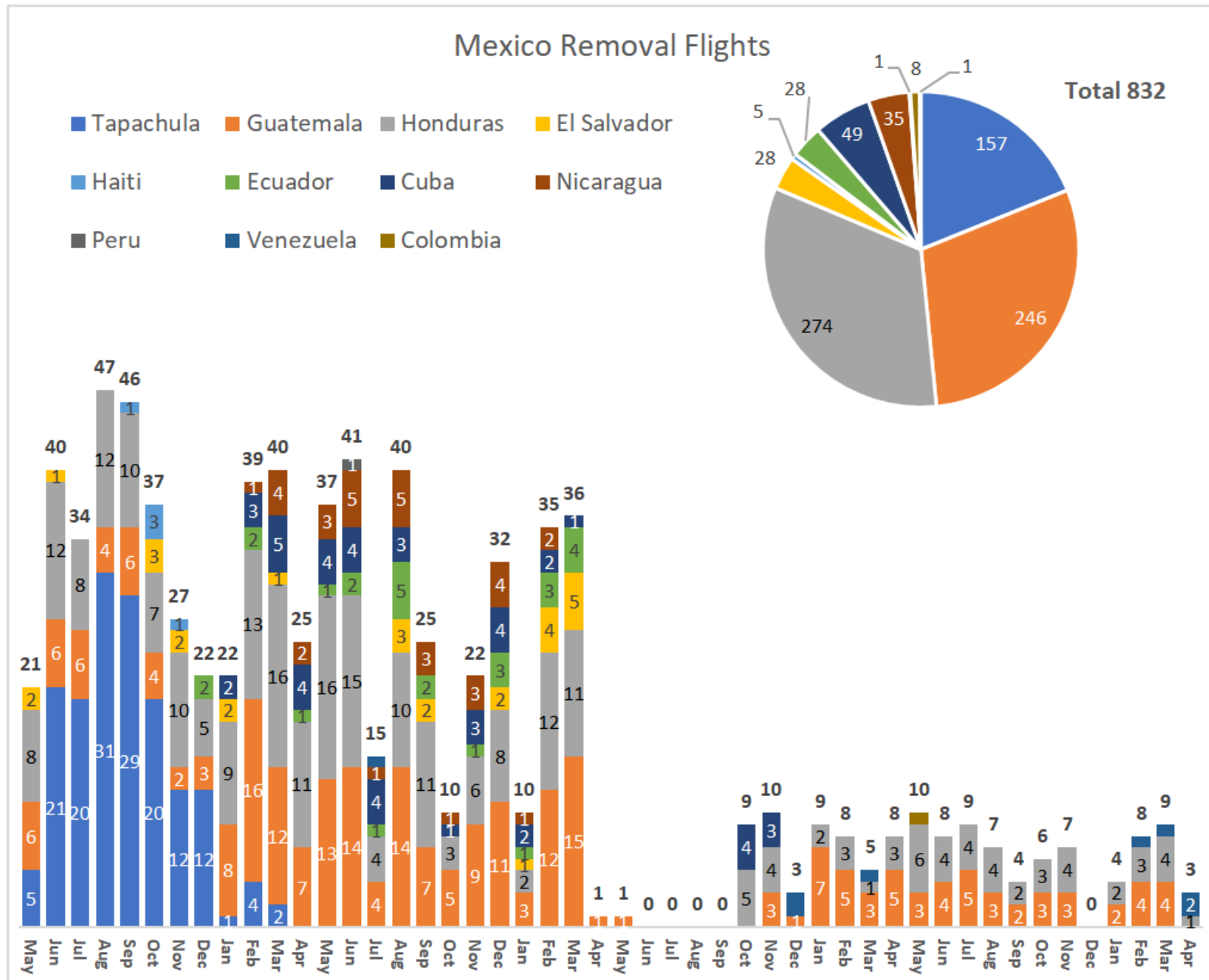
Customs and Border Patrol Encounters at the Southern Border.



Customs and Border Patrol Encounters at the Southern Border.



Customs and Border Patrol Encounters at the Southern Border.

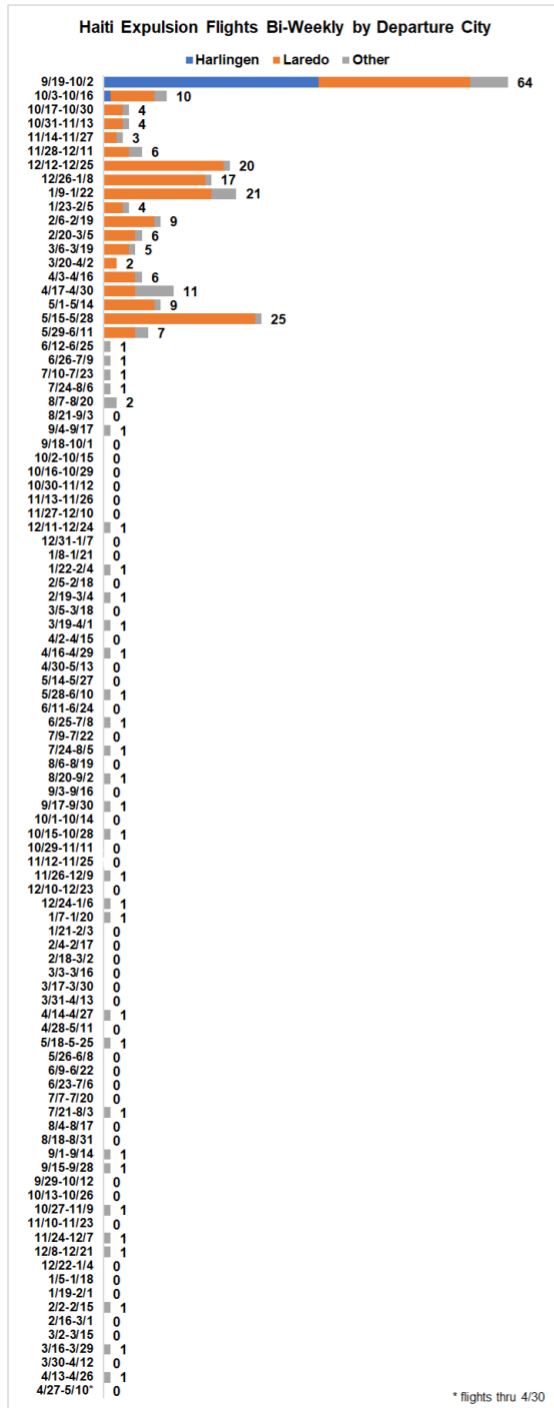


In Oct 2022 Mexico changed contract air charter service from Magnicharters to Viva Aerobus

In January 2023 Viva Aerobus was replaced by Magnicharters.

ICE Air Expulsion Flights to Haiti

Sept 19th 2021 through Apr 30th 2025



Departure and Arrival Cities

| | Flights To | | Total | % of Total |
|-----------------------------------|-----------------------|--------------------|------------|-------------|
| | Port-au-Prince, Haiti | Cap-Haitien, Haiti | | |
| Laredo, TX | 148 | 16 | 164 | 62% |
| Harlingen/San Benito, TX | 28 | 7 | 35 | 13% |
| Alexandria, LA | 31 | 1 | 32 | 12% |
| Miami, FL | 9 | 8 | 17 | 6% |
| San Antonio, TX | 4 | 0 | 4 | 2% |
| Guantanamo Bay, Cuba | 3 | 0 | 3 | 1% |
| El Paso, TX | 3 | 0 | 3 | 1% |
| Kingston, Jamaica | 2 | 1 | 3 | 1% |
| Brownsville, TX | 0 | 2 | 2 | 1% |
| Santo Domingo, Dominican Republic | 2 | 0 | 2 | 1% |
| Total | 230 | 35 | 265 | 100% |
| % of Total | 87% | 13% | 100% | |

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

| | People To | | Total | % of Total |
|-----------------------------------|-----------------------|--------------------|---------------|-------------|
| | Port-au-Prince, Haiti | Cap-Haitien, Haiti | | |
| Laredo, TX | 15,092 | 1,632 | 16,724 | 65% |
| Harlingen/San Benito, TX | 2,855 | 714 | 3,569 | 14% |
| Alexandria, LA | 2,634 | 102 | 2,736 | 11% |
| Miami, FL | 753 | 464 | 1,217 | 5% |
| San Antonio, TX | 408 | 0 | 408 | 2% |
| Guantanamo Bay, Cuba | 306 | 0 | 306 | 1% |
| El Paso, TX | 306 | 0 | 306 | 1% |
| Brownsville, TX | 0 | 204 | 204 | 1% |
| Santo Domingo, Dominican Republic | 204 | 0 | 204 | 1% |
| Kingston, Jamaica | 142 | 50 | 192 | 1% |
| Total | 22,701 | 3,165 | 25,866 | 100% |
| % of Total | 88% | 12% | 100% | |

TRACKING ICE AIR

ICE Air contracts with the airline broker CSI Aviation. They in turn subcontracted the flights to GlobalX, Eastern Air Express, World Atlantic (Caribbean Sun), Eastern Air, OMNI Air, and Kaiser. ICE Air also operates small jet charters through Gryphon Air (ATS). Historically, and currently, the vast majority of the flights are operated by GlobalX and Eastern Air Express. Eastern Air, OMNI, and Kaiser operate flights rarely and Gryphon small jets are only used for long distance flights occasionally to Africa, the Pacific and Europe. Avelo is to start operating 3 planes 12 May 2025.

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

Deportation flights by the Government of Mexico are also documented using VivaAerobus currently. Panama uses Air Panama. Venezuela uses Conviasa.

ICE Air does not disclose information or data about their flights. My information is based on securing all flight information from the publicly available FlightAware application, FlightRadar24, and the ADB-S tracking system. I then filter the flights to the likely ICE Air removal and destination locations to identify the removal flights. To do this I use the knowledge and experience gained through tracking ICE Air for over 5 years and over 36,000 ICE Air flights legs. Any errors in our estimations I believe are small and certainly immaterial to the analysis that follows.

The domestic analysis is particularly complex in that all 6 potential carriers fly many more non- ICE Air charters domestically than internationally, so establishing business rules to filter to just ICE Air flights becomes much more dependent on understanding the specific planes in the fleets used for ICE Air, the locations of detention centers, regular ICE Air flight patterns, and knowledge of their common destinations. Any errors in our estimations I believe are small and certainly immaterial to the analysis that follows . A pre/early COVID domestic flights comparison can be found in our [“ICE Air 1,677 flights while COVID rages.”](#)

OUT OF SCOPE

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

FLIGHT CATEGORIZATION

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

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

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

Total ICE Air Flights YTD 2025 – Removal and Domestic

| | | | | | | | | | | | | | | | | | | | Current Month | | Year to Date | | |
|----------------------------|---------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------|---------|---------|---------|---------------|--------|---------------|---------|--------------|-------|---------|
| | | | | | | | | | | | | | Year To | % of | Last 12 | % of | Current Month | | | H/(L) | % H/(L) | H/(L) | % H/(L) |
| | | | | | | | | | | | | | Date | Flights | Months | Flights | H/(L) | % | Prior 6 | % | Prior 6 | % | |
| | | | | | | | | | | | | | | | | | Pr Mth | Pr Mth | mth Avg | mth Avg | Ytd | Ytd | |
| Rolling 12 months | | | | | | | | | | | | | | | | | | | | | | | |
| Flight Category | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Removal | 151 | 143 | 145 | 135 | 105 | 123 | 107 | 127 | 109 | 126 | 134 | 125 | 494 | 18% | 1,530 | 19% | (9) | (7%) | 4 | 3% | (34) | (6%) |
| 2 | Removal Connection | 60 | 51 | 60 | 60 | 53 | 65 | 51 | 66 | 46 | 57 | 82 | 99 | 284 | 10% | 750 | 9% | 17 | 21% | 38 | 62% | 82 | 41% |
| 3 | Removal | 211 | 194 | 205 | 195 | 158 | 188 | 158 | 193 | 155 | 183 | 216 | 224 | 778 | 28% | 2,280 | 29% | 8 | 4% | 42 | 23% | 48 | 7% |
| 4 | Removal Return | 148 | 134 | 144 | 125 | 102 | 122 | 106 | 120 | 106 | 97 | 95 | 99 | 397 | 14% | 1,398 | 18% | 4 | 4% | 9 | 8% | 117 | 23% |
| 5 | Total Removal Related | 359 | 328 | 349 | 320 | 260 | 310 | 264 | 313 | 261 | 280 | 311 | 323 | 1,175 | 42% | 3,678 | 46% | 12 | 4% | 33 | 11% | 69 | 6% |
| 6 | Domestic Shuffle | 380 | 347 | 339 | 359 | 320 | 313 | 299 | 314 | 273 | 358 | 496 | 501 | 1,628 | 58% | 4,299 | 54% | 5 | 1% | 159 | 46% | 324 | 25% |
| 7 | Total Flights | 739 | 675 | 688 | 679 | 580 | 623 | 563 | 627 | 534 | 638 | 807 | 824 | 2,803 | 100% | 7,977 | 100% | 17 | 2% | 192 | 30% | 255 | 10% |
| 8 | Total Domestic | 440 | 398 | 399 | 419 | 373 | 378 | 350 | 380 | 319 | 415 | 578 | 600 | 1,912 | 68% | 5,049 | 63% | 22 | 4% | 197 | 49% | 406 | 27% |
| (Remove Connect + Shuffle) | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | # Week Days (non-Holiday) | 23 | 20 | 23 | 22 | 21 | 23 | 20 | 21 | 22 | 20 | 21 | 21 | 84 | | 257 | | 0 | 0% | (0) | (1%) | 0 | 0% |

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

| | | Rolling 12 months | | | | | | | | | | | | Year to Date | % of Flights | Last 12 Months | % of Flights | Current Month | | Current Month | | Year to Date | |
|---------------------|-----------------------|-------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------------|--------------|----------------|--------------|---------------|---------|-----------------|-----------------|--------------|--------------|
| Removal Destination | | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | | | | | H/(L) | % H/(L) | Prior 6 mth Avg | Prior 6 mth Avg | Prior Yr Ytd | Prior Yr Ytd |
| 1 | Guatemala City, Guat | 47 | 44 | 46 | 37 | 30 | 37 | 30 | 33 | 31 | 24 | 35 | 23 | 113 | 23% | 417 | 27% | (12) | (34%) | (9) | (27%) | (91) | (45%) |
| 2 | Honduras | 29 | 30 | 24 | 29 | 22 | 20 | 23 | 20 | 24 | 22 | 33 | 16 | 95 | 19% | 292 | 19% | (17) | (52%) | (8) | (32%) | (27) | (22%) |
| 3 | San Salvador, El Salv | 13 | 8 | 12 | 8 | 8 | 11 | 9 | 7 | 8 | 11 | 14 | 13 | 46 | 9% | 122 | 8% | (1) | (7%) | 3 | 30% | 3 | 7% |
| 4 | Tapachula, Mexico | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 17 | 35 | 7% | 35 | 2% | 3 | 21% | 14 | 467% | 35 | n/a |
| 5 | Ecuador | 17 | 12 | 18 | 12 | 8 | 9 | 7 | 9 | 9 | 7 | 6 | 5 | 27 | 5% | 119 | 8% | (1) | (17%) | (3) | (36%) | 1 | 4% |
| 6 | Villahermosa, Mexico | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 14 | 27 | 5% | 27 | 2% | 6 | 75% | 12 | 546% | 27 | n/a |
| 7 | Mexico City, Mexico | 18 | 14 | 16 | 13 | 13 | 20 | 16 | 24 | 14 | 4 | 0 | 0 | 18 | 4% | 152 | 10% | 0 | n/a | (13) | (100%) | (1) | (5%) |
| 8 | Maiquetia, Venezuela | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 12 | 2% | 12 | 1% | 3 | 100% | 5 | 500% | 8 | 200% |
| 9 | Santo Domingo, DR | 2 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 2 | 2 | 2 | 4 | 10 | 2% | 33 | 2% | 2 | 100% | 1 | 33% | 2 | 25% |
| 10 | Callao, Peru | 3 | 4 | 3 | 2 | 1 | 2 | 1 | 1 | 2 | 4 | 2 | 2 | 10 | 2% | 27 | 2% | 0 | 0% | 0 | 0% | 1 | 11% |
| 11 | Colombia | 12 | 11 | 17 | 15 | 10 | 9 | 8 | 10 | 12 | 7 | 6 | 5 | 30 | 6% | 122 | 8% | (1) | (17%) | (4) | (42%) | (4) | (12%) |
| 12 | Managua, Nicaragua | 3 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 9 | 2% | 27 | 2% | 1 | 50% | 1 | 38% | 1 | 13% |
| 13 | Fortaleza, Brazil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 6 | 1% | 6 | 0% | 0 | 0% | 1 | 200% | 6 | n/a |
| 14 | Kingston, Jamaica | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1% | 12 | 1% | 0 | 0% | 0 | 0% | 0 | 0% |
| 15 | Cuba | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1% | 12 | 1% | 0 | 0% | 0 | 0% | 0 | 0% |
| 16 | Cap-Haitien, Haiti | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 3 | 1% | 8 | 1% | 0 | 0% | 0 | 50% | 2 | 200% |
| 17 | Amritsar, India | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1% | 5 | 0% | 0 | n/a | (1) | (100%) | 2 | 200% |
| 18 | Delhi, India | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 1% | 3 | 0% | 0 | 0% | 1 | 200% | 3 | n/a |
| 19 | Panama Pacifico, Pan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1% | 3 | 0% | 0 | n/a | (1) | (100%) | 3 | n/a |
| 20 | Brazil | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 0% | 14 | 1% | 0 | n/a | (1) | (100%) | (2) | (50%) |

Continued on Next Page

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

| | Removal Destination | Rolling 12 months | | | | | | | | | | | | Year to Date | | Last 12 Months | | Current Month | | Current Month | | Year to Date | |
|----|---------------------------|-------------------|-----|---------|-----|-------|-----|---------|-----|-----|-----|-----|-----|--------------|--------------|----------------|----------|-----------------|-------------------|---------------|----------------|--------------|-------|
| | | H/(L) | | % H/(L) | | H/(L) | | % H/(L) | | | | | | | | | | | | | | | |
| | | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | Date | % of Flights | Pr Mth | % Pr Mth | Prior 6 mth Avg | % Prior 6 mth Avg | Prior Yr Ytd | % Prior Yr Ytd | | |
| 21 | Liberia | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0% | 5 | 0% | 1 | n/a | 1 | 200% | 2 | n/a |
| 22 | Mauritania | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0% | 6 | 0% | 1 | n/a | 1 | 200% | 1 | 100% |
| 23 | Kenya | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0% | 4 | 0% | 1 | n/a | 1 | 200% | 2 | n/a |
| 24 | Kathmandu, Nepal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0% | 3 | 0% | 0 | 0% | 1 | 200% | 1 | 100% |
| 25 | Conakry, Guinea | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0% | 3 | 0% | 1 | n/a | 1 | 500% | 2 | n/a |
| 26 | San Jose, Costa Rica | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0% | 2 | 0% | 0 | n/a | (0) | (100%) | 2 | n/a |
| 27 | Chaklala, Pakistan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0% | 2 | 0% | 1 | n/a | 1 | 500% | 2 | n/a |
| 28 | Nigeria | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0% | 2 | 0% | 0 | n/a | (0) | (100%) | 0 | 0% |
| 29 | Angola | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0% | 3 | 0% | 0 | n/a | (0) | (100%) | 1 | n/a |
| 30 | Other | 2 | 10 | 0 | 9 | 2 | 3 | 1 | 7 | 1 | 10 | 2 | 5 | 18 | 4% | 52 | 3% | 3 | 150% | 1 | 25% | (16) | (47%) |
| 31 | Total | 151 | 143 | 145 | 135 | 105 | 123 | 107 | 127 | 109 | 126 | 134 | 125 | 494 | 100% | 1,530 | 100% | (9) | (7%) | 4 | 3% | (34) | (6%) |
| 32 | Mexico Total | 18 | 14 | 16 | 13 | 13 | 20 | 16 | 24 | 14 | 13 | 22 | 31 | 80 | 0% | 214 | 14% | 9 | 41% | 13 | 71% | 44 | 122% |
| 33 | Africa Total | 3 | 7 | 0 | 6 | 3 | 0 | 2 | 7 | 0 | 12 | 0 | 5 | 17 | 0% | 45 | 3% | 5 | n/a | 2 | 43% | 10 | 143% |
| 34 | # Week Days (non-Holiday) | 23 | 20 | 23 | 22 | 21 | 23 | 20 | 21 | 22 | 20 | 21 | 21 | 84 | | 257 | | 0 | 0% | (0) | (1%) | 0 | 0% |

ICE Air Removal Departure Cities YTD 2025

Rolling 12 months

| | | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | Date | Flights | Months | Flights | Mth | Mth | Avg | Avg | Ytd | Ytd |
|-------------------|---------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|---------|--------|---------|------|--------|------|--------|------|-------|
| Removal Departure | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Alexandria, LA | 38 | 29 | 39 | 37 | 31 | 29 | 30 | 29 | 30 | 29 | 29 | 21 | 109 | 22% | 371 | 24% | (8) | (28%) | (8) | (28%) | 14 | 15% |
| 2 | El Paso, TX | 22 | 13 | 21 | 16 | 14 | 18 | 17 | 21 | 17 | 15 | 32 | 26 | 90 | 18% | 232 | 15% | (6) | (19%) | 6 | 30% | (7) | (7%) |
| 3 | Harlingen, TX | 59 | 56 | 44 | 27 | 19 | 25 | 22 | 26 | 27 | 15 | 15 | 28 | 85 | 17% | 363 | 24% | 13 | 87% | 6 | 29% | (79) | (48%) |
| 4 | Laredo, TX | 8 | 11 | 16 | 26 | 21 | 27 | 21 | 22 | 17 | 5 | 2 | 0 | 24 | 5% | 176 | 12% | (2) | (100%) | (16) | (100%) | 1 | 4% |
| 5 | Honduras | 2 | 4 | 3 | 3 | 1 | 2 | 1 | 1 | 2 | 5 | 12 | 4 | 23 | 5% | 40 | 3% | (8) | (67%) | 0 | 4% | (4) | (15%) |
| 6 | Houston, TX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 5 | 20 | 4% | 20 | 1% | 3 | 150% | 3 | 100% | 20 | n/a |
| 7 | Miami, FL | 4 | 3 | 4 | 3 | 6 | 5 | 4 | 5 | 2 | 3 | 6 | 6 | 17 | 3% | 51 | 3% | 0 | 0% | 2 | 44% | 3 | 21% |
| 8 | Guatemala City, Guat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 2 | 17 | 3% | 17 | 1% | (10) | (83%) | (1) | (20%) | 17 | n/a |
| 9 | Comayagua, Honduras | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 9 | 2% | 9 | 1% | (2) | (40%) | 2 | 200% | 9 | n/a |
| 10 | San Diego, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 1 | 10 | 2% | 10 | 1% | 1 | n/a | (1) | (33%) | 10 | n/a |
| 11 | San Salvador, El Salv | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 7 | 1% | 8 | 1% | (2) | (50%) | 1 | 140% | 6 | 600% |
| 12 | Yuma, AZ | 5 | 3 | 4 | 5 | 4 | 5 | 4 | 5 | 3 | 3 | 0 | 1 | 7 | 1% | 42 | 3% | 1 | n/a | (2) | (70%) | (3) | (30%) |
| 13 | Senegal | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 5 | 0 | 2 | 7 | 1% | 12 | 1% | 2 | n/a | 1 | 71% | 5 | 250% |
| 14 | Tucson, AZ | 0 | 2 | 8 | 5 | 4 | 6 | 3 | 4 | 6 | 0 | 0 | 0 | 6 | 1% | 38 | 2% | 0 | n/a | (3) | (100%) | 6 | n/a |
| 15 | San Juan, Puerto Rico | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 5 | 1% | 8 | 1% | 2 | 200% | 3 | 500% | 4 | 400% |
| 16 | Tirana, Albania | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 5 | 1% | 6 | 0% | (1) | (50%) | 0 | 20% | 5 | n/a |
| 17 | Guantanamo Bay, Cuba | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 1% | 5 | 0% | 3 | 300% | 4 | 2300% | 5 | n/a |
| 18 | Youngstown, OH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 1% | 5 | 0% | (5) | (100%) | (1) | (100%) | 5 | n/a |
| 19 | Cap-Haitien, Haiti | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 1% | 3 | 0% | 0 | 0% | 1 | 200% | 3 | n/a |
| 20 | Victorville, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1% | 3 | 0% | 3 | n/a | 3 | n/a | 3 | n/a |
| 20 | Other | 12 | 21 | 6 | 10 | 4 | 6 | 4 | 11 | 3 | 17 | 5 | 15 | 40 | 8% | 114 | 7% | 10 | 200% | 7 | 96% | (54) | (57%) |
| 21 | Total | 151 | 143 | 145 | 135 | 105 | 123 | 107 | 127 | 109 | 126 | 134 | 125 | 494 | 100% | 1,530 | 100% | (9) | (7%) | 4 | 3% | (34) | (6%) |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | # Week Days (non-Holiday) | 23 | 20 | 23 | 22 | 21 | 23 | 20 | 21 | 22 | 20 | 21 | 21 | 84 | | 257 | | 0 | 0% | (0) | (1%) | 0 | 0% |

Total ICE Air Flights

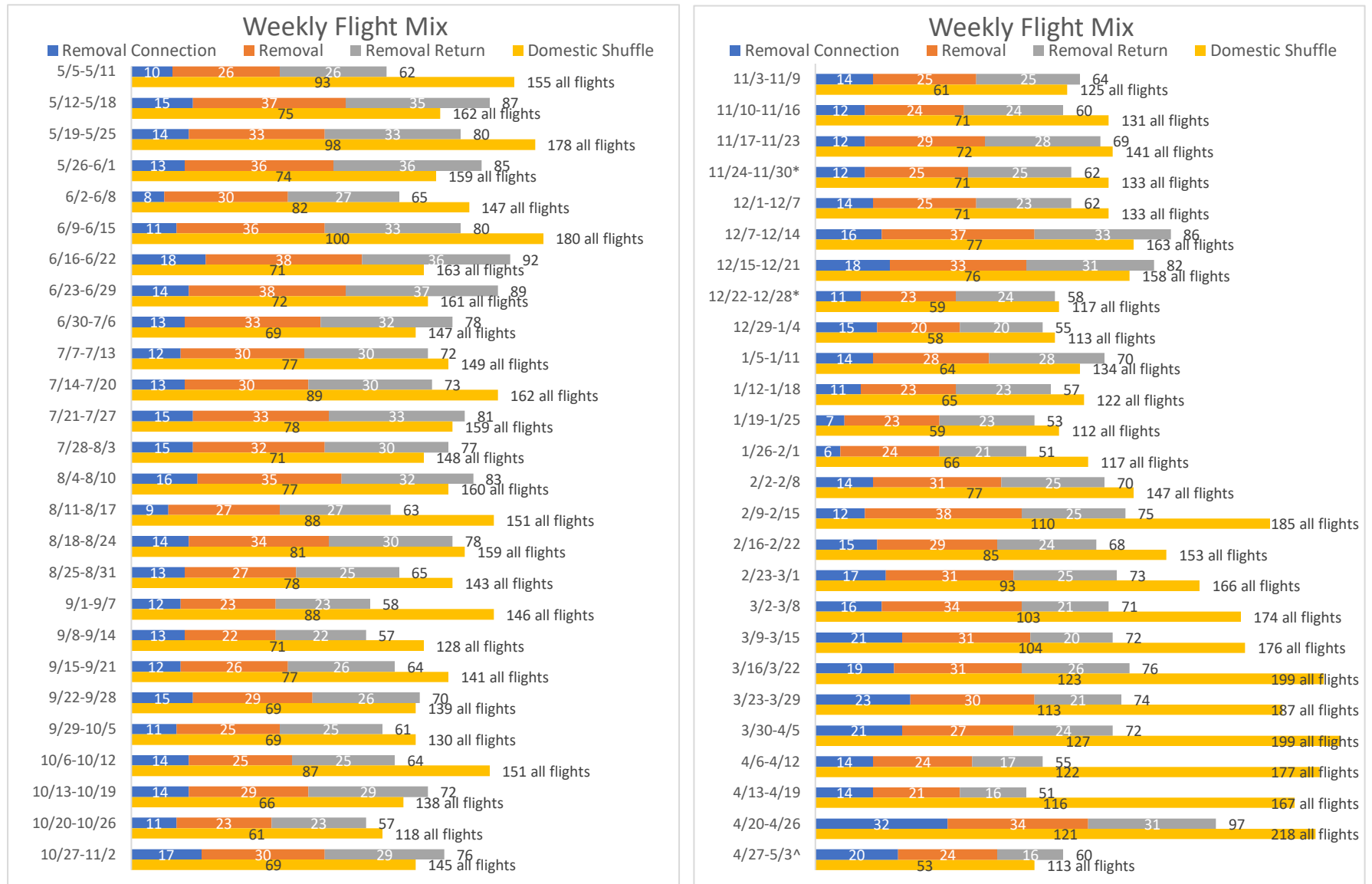
| | | Pre-Biden | | Ytd Average | | | | Current Month | | | | Flights since 01/21/25 | |
|-----------------|---|------------|-------------|-------------|------------|------------|-------------|---------------|------------|------------|-------------|------------------------|-------------|
| | | 2021 | | | | | | | | | | | |
| | | FY | % of | Ytd | H/(L) | % H/(L) | % of | Current | H/(L) | % H/(L) | % of | Flights since 01/21/25 | % of |
| | | Mo Avg | Flights | Mo Avg | Pre-Biden | Pre-Biden | Flights | Month | Pre-Biden | Pre-Biden | Flights | | Flights |
| Flight Category | | | | | | | | | | | | | |
| 1 | Removal | 87 | 17% | 124 | 36 | 41% | 18% | 125 | 38 | 43% | 15% | 429 | 15% |
| 2 | Removal Connection | <u>40</u> | 8% | <u>71</u> | <u>31</u> | 78% | 10% | <u>99</u> | 59 | 148% | 12% | <u>251</u> | 12% |
| 3 | Total Outbound Removal | 127 | 25% | 195 | 67 | 53% | 28% | 224 | 97 | 76% | 27% | 680 | 27% |
| 4 | Removal Return | <u>78</u> | 15% | <u>99</u> | <u>21</u> | 27% | 14% | <u>99</u> | 21 | 27% | 12% | <u>332</u> | 12% |
| 5 | Total Removal Related | 205 | 40% | 294 | 88 | 43% | 42% | 323 | 118 | 57% | 39% | 1,012 | 39% |
| 6 | Domestic Shuffle | 305 | 60% | 407 | 102 | 33% | 58% | 501 | 196 | 64% | 61% | 1,463 | 61% |
| 7 | Total Flights | 510 | 100% | 701 | 190 | 37% | 100% | 824 | 314 | 61% | 100% | 2,475 | 100% |
| 8 | Total Domestic (Remove Connect + Shuffle) | 345 | 68% | 478 | 133 | 39% | 68% | 600 | 255 | 74% | 73% | 1,714 | 73% |
| 9 | # Week Days (non-Holiday) | 21 | | 21 | 0 | 0% | | 21 | (0) | (1%) | | 71 | |

ICE Air Removal Destination Cities

| | | Pre-Biden 2021 | | Ytd Average | | | | Current Month | | | | Flights since 01/21/25 | |
|----|---------------------------|-------------------|-----------------|---------------|--------------------|----------------------|-----------------|------------------|--------------------|----------------------|-----------------|------------------------------|-----------------|
| | Removal Destination | FY Mo Avg | % of Flights | Ytd Mo Avg | H/(L) Pre-Biden | % H/(L) Pre-Biden | % of Flights | Current Month | H/(L) Pre-Biden | % H/(L) Pre-Biden | % of Flights | | % of Flights |
| 1 | Guatemala City, Guat | 15 | 18% | 28 | 13 | 84% | 23% | 23 | 8 | 50% | 18% | 93 | 22% |
| 2 | Honduras | 12 | 14% | 24 | 11 | 91% | 19% | 16 | 4 | 29% | 13% | 80 | 19% |
| 3 | San Salvador, El Salv | 8 | 9% | 12 | 4 | 53% | 9% | 13 | 6 | 73% | 10% | 42 | 10% |
| 4 | Colombia | 1 | 1% | 8 | 7 | 650% | 6% | 5 | 4 | 400% | 4% | 23 | 5% |
| 5 | Ecuador | 5 | 6% | 7 | 2 | 31% | 5% | 5 | (0) | (3%) | 4% | 23 | 5% |
| 6 | Port-au-Prince, Haiti | 11 | 13% | 0 | (11) | (100%) | 0% | 0 | (11) | (100%) | 0% | 0 | 0% |
| 7 | Mexico City, Mexico | 4 | 5% | 5 | 0 | 10% | 4% | 0 | (4) | (100%) | 0% | 8 | 2% |
| 8 | Villahermosa, Mexico | 9 | 11% | 7 | (3) | (28%) | 5% | 14 | 5 | 50% | 11% | 27 | 6% |
| 9 | Santo Domingo, DR | 2 | 2% | 3 | 1 | 43% | 2% | 4 | 2 | 129% | 3% | 9 | 2% |
| 10 | Callao, Peru | 0 | 0% | 3 | 3 | n/a | 2% | 2 | 2 | n/a | 2% | 9 | 2% |
| 11 | Managua, Nicaragua | 2 | 2% | 2 | 1 | 50% | 2% | 3 | 2 | 100% | 2% | 8 | 2% |
| 12 | Brazil | 2 | 2% | 1 | (2) | (75%) | 0% | 0 | (2) | (100%) | 0% | 1 | 0% |
| 13 | Tapachula, Mexico | 5 | 5% | 9 | 4 | 88% | 7% | 17 | 12 | 264% | 14% | 35 | 8% |
| 14 | Guadalajara, Mexico | 4 | 5% | 0 | (4) | (100%) | 0% | 0 | (4) | (100%) | 0% | 0 | 0% |
| 15 | Kingston, Jamaica | 1 | 1% | 1 | 0 | 0% | 1% | 1 | 0 | 0% | 1% | 4 | 1% |
| 16 | Morelia, Mexico | 2 | 2% | 0 | (2) | (100%) | 0% | 0 | (2) | (100%) | 0% | 0 | 0% |
| 17 | Cap-Haitien, Haiti | 2 | 2% | 1 | (1) | (59%) | 1% | 1 | (1) | (45%) | 1% | 3 | 1% |
| 18 | Queretaro, Mexico | 1 | 2% | 0 | (1) | (100%) | 0% | 0 | (1) | (100%) | 0% | 0 | 0% |
| 19 | Maiquetia, Venezuela | 0 | 0% | 3 | 3 | n/a | 2% | 6 | 6 | n/a | 5% | 12 | 3% |
| 20 | Cuba | 0 | 0% | 1 | 1 | n/a | 1% | 1 | 1 | n/a | 1% | 4 | 1% |
| 21 | Liberia | 0 | 0% | 1 | 1 | n/a | 0% | 1 | 1 | n/a | 1% | 2 | 0% |
| 22 | Puebla, Mexico | 1 | 1% | 0 | (1) | (100%) | 0% | 0 | (1) | (100%) | 0% | 0 | 0% |
| 23 | Mauritania | 0 | 0% | 1 | 0 | 500% | 0% | 1 | 1 | 1100% | 1% | 2 | 0% |
| 24 | Senegal | 0 | 0% | 0 | 0 | n/a | 0% | 0 | 0 | n/a | 0% | 0 | 0% |
| 25 | Kenya | 0 | 0% | 1 | 0 | 500% | 0% | 1 | 1 | 1100% | 1% | 2 | 0% |
| 26 | Nigeria | 0 | 0% | 0 | 0 | n/a | 0% | 0 | 0 | n/a | 0% | 1 | 0% |
| 27 | Amritsar, India | 0 | 0% | 1 | 1 | n/a | 1% | 0 | 0 | n/a | 0% | 3 | 1% |
| 28 | Angola | 0 | 0% | 0 | 0 | n/a | 0% | 0 | 0 | n/a | 0% | 1 | 0% |
| 29 | Kathmandu, Nepal | 0 | 0% | 1 | 1 | n/a | 0% | 1 | 1 | n/a | 1% | 2 | 0% |
| 30 | Tashkent, Uzbekistan | 0 | 0% | 0 | 0 | n/a | 0% | 1 | 1 | n/a | 1% | 1 | 0% |
| 31 | Fortaleza, Brazil | 0 | 0% | 2 | 2 | n/a | 1% | 2 | 2 | n/a | 2% | 6 | 1% |
| 32 | Dem Rep of Congo | 0 | 0% | 0 | 0 | n/a | 0% | 0 | 0 | n/a | 0% | 0 | 0% |
| 33 | Other | 1 | 1% | 7 | 7 | 1350% | 6% | 7 | 7 | 1300% | 6% | 28 | 7% |
| 34 | Total | 87 | 100% | 124 | 36 | 41% | 100% | 125 | 38 | 43% | 100% | 429 | 100% |
| 35 | # Week Days (non-Holiday) | 21 | | 21 | 0 | 0% | | 21 | (0) | (1%) | | 71 | |

ICE Air Weekly Flight Mix -

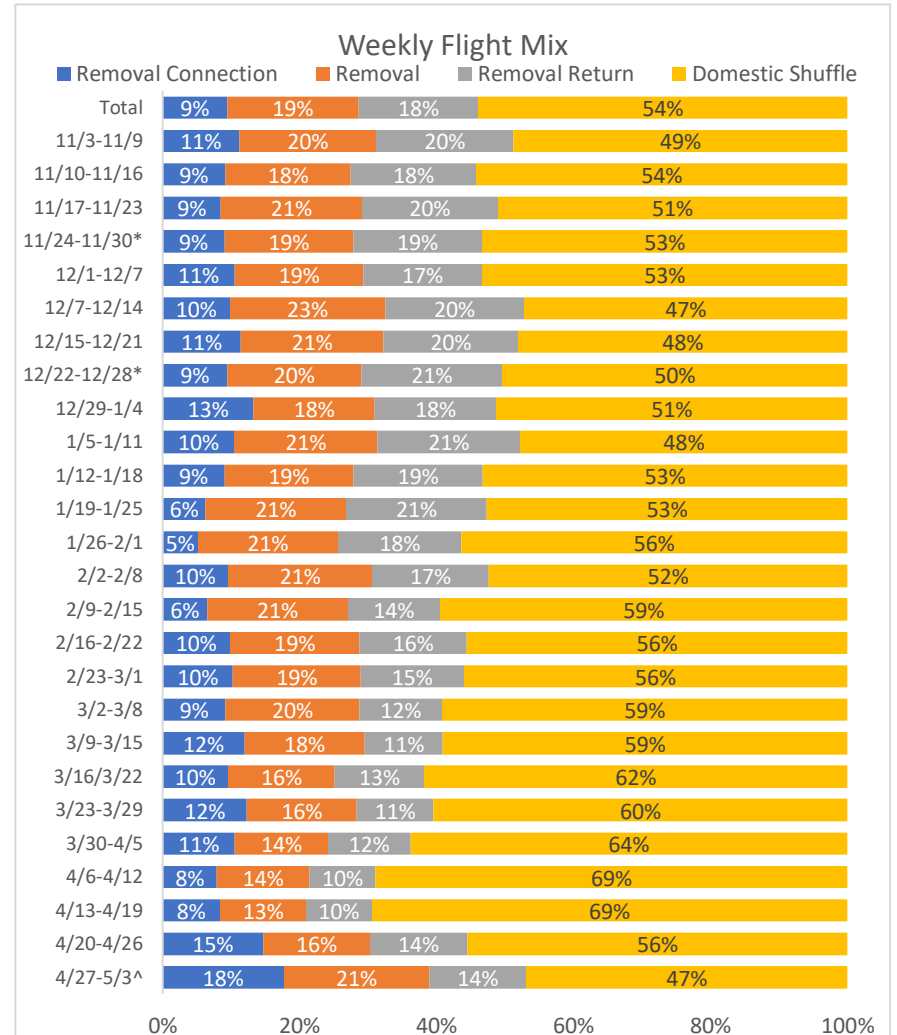
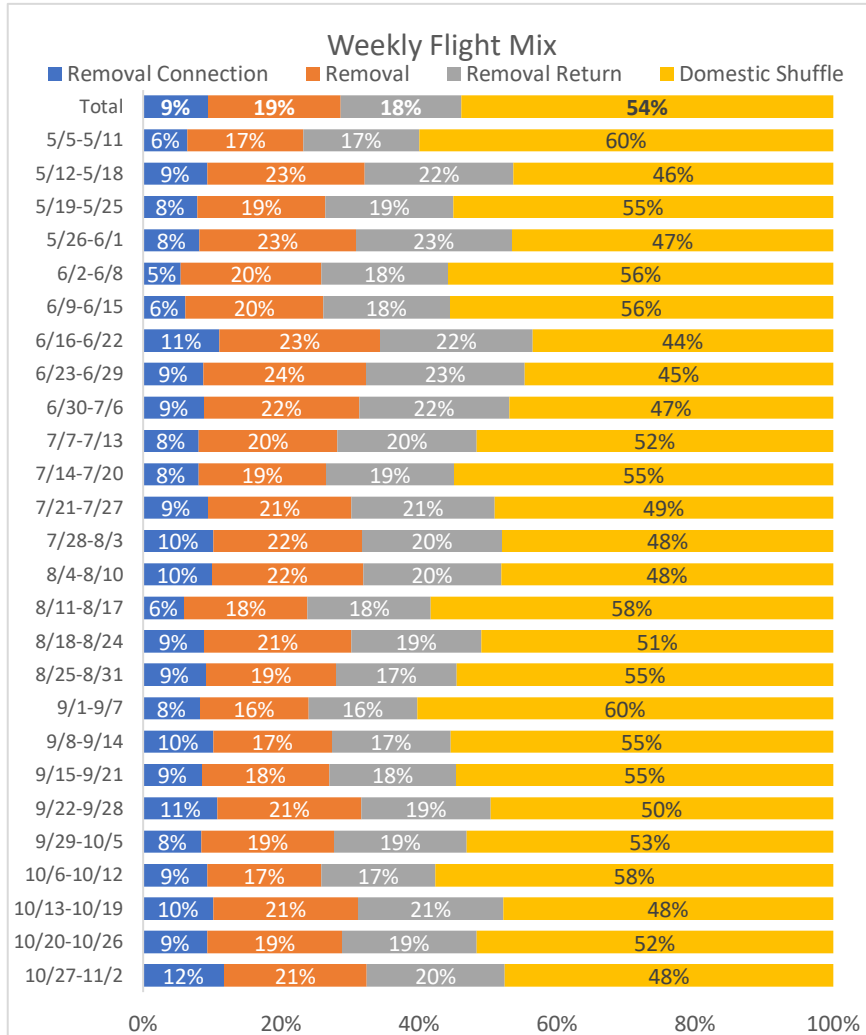
Rolling 12 Months



^ short week
* Holiday

Ice Air Weekly Flight Mix - %

Rolling 12 Months



ICE Air Domestic Last 6 months (Nov-Apr)

| | Destination City | | | | | | | | | | | | Total | % of Total |
|------------------|------------------|---------------|-------------|-------------|---------------|-----------------|-----------|------------|-------------|--------------|------------|-------|-------|------------|
| | Alexandria, LA | Harlingen, TX | El Paso, TX | Phoenix, AZ | San Diego, CA | San Antonio, TX | Miami, FL | Laredo, TX | Houston, TX | Columbus, GA | Denver, CO | Other | | |
| Alexandria, LA | | 134 | 27 | 65 | 12 | 30 | 66 | 3 | 12 | 13 | 4 | 105 | 471 | 18% |
| Harlingen, TX | 101 | | 57 | 17 | 45 | 25 | 6 | 43 | 15 | 17 | | 97 | 423 | 16% |
| Phoenix, AZ | 54 | 6 | 30 | | 15 | 8 | 8 | | 8 | 2 | 29 | 85 | 245 | 9% |
| San Antonio, TX | 26 | 25 | 61 | 6 | 28 | | 25 | | 2 | 1 | | 50 | 224 | 8% |
| El Paso, TX | 21 | 54 | | 22 | 5 | 6 | 1 | 24 | 24 | | | 34 | 191 | 7% |
| San Diego, CA | 37 | 23 | 19 | 38 | | 9 | | 22 | 7 | 2 | | 4 | 161 | 6% |
| Miami, FL | 13 | 27 | 5 | 6 | 2 | 5 | | 1 | 3 | 2 | 1 | 28 | 93 | 4% |
| Houston, TX | 14 | 10 | 14 | 11 | | 11 | | | | | 3 | 8 | 71 | 3% |
| Columbus, GA | 26 | 9 | 9 | 2 | 1 | 2 | | | | | | 4 | 53 | 2% |
| Denver, CO | 3 | 3 | 6 | 6 | 1 | 1 | | | 1 | | | 26 | 47 | 2% |
| Jacksonville, FL | 13 | 6 | 4 | | 1 | 3 | 1 | | 2 | 7 | | 9 | 46 | 2% |
| Other | 114 | 59 | 51 | 40 | 52 | 26 | 11 | 1 | 15 | 10 | 10 | 228 | 617 | 23% |
| Total | 422 | 356 | 283 | 213 | 162 | 126 | 118 | 94 | 89 | 54 | 47 | 678 | 2,642 | 100% |
| % of Total | 16% | 13% | 11% | 8% | 6% | 5% | 4% | 4% | 3% | 2% | 2% | 26% | 100% | |

ICE Air Removals Last 6 months (Nov-Apr)

| | Destination City | | | | | | | | | | | | Total | % of Total |
|---------------------------|---------------------------|------------|---------------------------|---------------------|-----------|-------------------|-----------|----------------------|-----------------------------------|--------------------|----------------------|-----------|------------|-------------|
| | Guatemala City, Guatemala | Honduras | San Salvador, El Salvador | Mexico City, Mexico | Ecuador | Tapachula, Mexico | Colombia | Villahermosa, Mexico | Santo Domingo, Dominican Republic | Managua, Nicaragua | Maiquetia, Venezuela | Other | | |
| Alexandria, LA | 50 | 31 | 24 | | 16 | | 26 | | 8 | 9 | | 4 | 168 | 23% |
| Harlingen, TX | 11 | 17 | 20 | 19 | 25 | 13 | 19 | 7 | | | 2 | 0 | 133 | 18% |
| El Paso, TX | 48 | 23 | | 27 | 1 | 17 | 1 | 11 | | | | 0 | 128 | 18% |
| Laredo, TX | 27 | 39 | 1 | | | | | | | | | 0 | 67 | 9% |
| Miami, FL | 2 | 2 | | | | | | 2 | 7 | | | 13 | 26 | 4% |
| Honduras | 13 | | 1 | | | | | | | | | 11 | 25 | 3% |
| Houston, TX | 4 | 8 | 6 | | | 1 | | | | 1 | | 0 | 20 | 3% |
| Guatemala City, Guatemala | | 11 | 4 | | 1 | | | | | | | 1 | 17 | 2% |
| Yuma, AZ | | | | 12 | | 1 | | 2 | | | | 1 | 16 | 2% |
| Tucson, AZ | 13 | | | | | | | | | | | 0 | 13 | 2% |
| Comayagua, Honduras | | | 3 | | | | | | | | 6 | 0 | 9 | 1% |
| Other | 8 | 7 | 3 | 0 | 0 | 3 | 2 | 5 | 3 | 3 | 4 | 68 | 106 | 15% |
| Total | 176 | 138 | 62 | 58 | 43 | 35 | 48 | 27 | 18 | 13 | 12 | 98 | 728 | 100% |
| % H/(L) | 24% | 19% | 9% | 8% | 6% | 5% | 7% | 4% | 2% | 2% | 2% | 13% | 100% | |

Appendix

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

Total ICE Air Flights YTD 2024 – Removal and Domestic

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

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

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

Continued on Next Page

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

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

Total ICE Air Flights YTD 2023 – Removal and Domestic

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

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

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

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(2 of 2)

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

Total ICE Air Flights YTD 2022 – Removal and Domestic

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

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

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

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

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

Total ICE Air Flights YTD 2021 – Removal and Domestic

| Flight Category | Rolling 12 months | | | | | | | | | | | | Year To Date | % of Flights | Last 12 Months | % of Flights | Current Month | | Current Month | | Year to Date | |
|--|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|------------|--------------|--------------|----------------|--------------|---------------|---------|-----------------|-----------------|--------------------|----------------------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | | | | | H/(L) | % H/(L) | Prior 6 mth Avg | Prior 6 mth Avg | H/(L) Prior Yr Ytd | % H/(L) Prior Yr Ytd |
| 1 Removal | 81 | 70 | 49 | 39 | 47 | 35 | 47 | 97 | 193 | 137 | 133 | 121 | 1,049 | 17% | 1,049 | 17% | (12) | (9%) | 14 | 13% | 40 | 4% |
| 2 Removal Connection | <u>52</u> | <u>50</u> | <u>35</u> | <u>26</u> | <u>22</u> | <u>20</u> | <u>28</u> | <u>52</u> | <u>50</u> | <u>54</u> | <u>50</u> | <u>41</u> | <u>480</u> | 8% | <u>480</u> | 8% | <u>(9)</u> | (18%) | <u>(1)</u> | (3%) | <u>(199)</u> | (29%) |
| 3 Removal | 133 | 120 | 84 | 65 | 69 | 55 | 75 | 149 | 243 | 191 | 183 | 162 | 1,529 | 25% | 1,529 | 25% | (21) | (11%) | 13 | 8% | (159) | (9%) |
| 4 Removal Return | <u>71</u> | <u>61</u> | <u>43</u> | <u>32</u> | <u>35</u> | <u>29</u> | <u>38</u> | <u>86</u> | <u>174</u> | <u>126</u> | <u>126</u> | <u>115</u> | <u>936</u> | 15% | <u>936</u> | 15% | <u>(11)</u> | (9%) | <u>19</u> | 19% | <u>4</u> | 0% |
| 5 Total Removal Related | 204 | 181 | 127 | 97 | 104 | 84 | 113 | 235 | 417 | 317 | 309 | 277 | 2,465 | 40% | 2,465 | 40% | (32) | (10%) | 31 | 13% | (155) | (6%) |
| 6 Domestic Shuffle | 149 | 127 | 270 | 368 | 245 | 255 | 344 | 458 | 352 | 364 | 321 | 406 | 3,659 | 60% | 3,659 | 60% | 85 | 26% | 57 | 16% | 1,434 | 64% |
| 7 Total Flights | 353 | 308 | 397 | 465 | 349 | 339 | 457 | 693 | 769 | 681 | 630 | 683 | 6,124 | 100% | 6,124 | 100% | 53 | 8% | 88 | 15% | 1,279 | 26% |
| 8 Total Domestic (Remove Connect + Shuffle) | 201 | 177 | 305 | 394 | 267 | 275 | 372 | 510 | 402 | 418 | 371 | 447 | 4,139 | 68% | 4,139 | 68% | 76 | 20% | 56 | 14% | 1,235 | 43% |
| 9 # Week Days (non-Holiday) | 19 | 19 | 23 | 22 | 20 | 22 | 22 | 22 | 21 | 21 | 20 | 23 | 254 | | 254 | | 3 | 15% | 2 | 8% | (1) | (0%) |

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

| | | | | | | | | | | | | | | | | | | | | | | Current Month | | Year to Date | | | | | | | |
|---------------------|-----------------------|----|----|----|---|----|---|----|----|----|----|----|----|---------|---------|---------|---------|---------------|---------|---------|-----------|---------------|------------|--------------|-----|--|--|--|--|--|--|
| | | | | | | | | | | | | | | Year to | % of | Last 12 | % of | Current Month | | H/(L) | % H/(L) | H/(L) | % H/(L) | | | | | | | | |
| | | | | | | | | | | | | | | Date | Flights | Months | Flights | H/(L) | % H/(L) | Prior 6 | % Prior 6 | Prior Yr | % Prior Yr | | | | | | | | |
| Rolling 12 months | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Removal Destination | | | | | | | | | | | | | | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | | | | | | |
| 1 | Guatemala City, Guat | 7 | 6 | 5 | 3 | 5 | 3 | 5 | 10 | 34 | 37 | 43 | 26 | 184 | 18% | 184 | 18% | (17) | (40%) | 4 | 18% | (63) | (26%) | | | | | | | | |
| 2 | Honduras | 8 | 5 | 8 | 9 | 11 | 8 | 10 | 14 | 20 | 12 | 14 | 30 | 149 | 14% | 149 | 14% | 16 | 114% | 17 | 131% | (51) | (26%) | | | | | | | | |
| 3 | Port-au-Prince, Haiti | 2 | 14 | 10 | 6 | 2 | 0 | 1 | 2 | 39 | 18 | 9 | 29 | 132 | 13% | 132 | 13% | 20 | 222% | 18 | 152% | 95 | 257% | | | | | | | | |
| 4 | Villahermosa, Mexico | 4 | 2 | 2 | 4 | 5 | 4 | 4 | 20 | 22 | 20 | 20 | 5 | 112 | 11% | 112 | 11% | (15) | (75%) | (10) | (67%) | 75 | 203% | | | | | | | | |
| 5 | San Salvador, El Salv | 12 | 10 | 4 | 3 | 4 | 4 | 4 | 4 | 11 | 11 | 14 | 9 | 90 | 9% | 90 | 9% | (5) | (36%) | 1 | 13% | (21) | (19%) | | | | | | | | |
| 6 | Ecuador | 5 | 6 | 4 | 5 | 7 | 4 | 3 | 5 | 11 | 5 | 3 | 4 | 62 | 6% | 62 | 6% | 1 | 33% | (1) | (23%) | 18 | 41% | | | | | | | | |
| 7 | Tapachula, Mexico | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 20 | 15 | 5 | 0 | 56 | 5% | 56 | 5% | (5) | (100%) | (9) | (100%) | 56 | n/a | | | | | | | | |
| 8 | Guadalajara, Mexico | 8 | 5 | 2 | 1 | 0 | 0 | 8 | 9 | 4 | 4 | 7 | 4 | 52 | 5% | 52 | 5% | (3) | (43%) | (1) | (25%) | (20) | (28%) | | | | | | | | |
| 9 | Mexico City, Mexico | 8 | 5 | 4 | 4 | 4 | 5 | 4 | 4 | 2 | 2 | 4 | 3 | 49 | 5% | 49 | 5% | (1) | (25%) | (1) | (14%) | (24) | (33%) | | | | | | | | |
| 10 | Morelia, Mexico | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 4 | 2 | 23 | 2% | 23 | 2% | (2) | (50%) | 0 | 0% | 0 | 0% | | | | | | | | |
| 11 | Cap-Haitien, Haiti | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 | 0 | 0 | 22 | 2% | 22 | 2% | 0 | n/a | (4) | (100%) | 22 | n/a | | | | | | | | |
| 12 | Santo Domingo, DR | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 21 | 2% | 21 | 2% | 0 | 0% | 0 | 20% | 0 | 0% | | | | | | | | |
| 13 | Brazil | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 4 | 3 | 4 | 3 | 3 | 24 | 2% | 24 | 2% | 0 | 0% | (0) | (10%) | 3 | 14% | | | | | | | | |
| 14 | Managua, Nicaragua | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 18 | 2% | 18 | 2% | 0 | 0% | 1 | 50% | (1) | (5%) | | | | | | | | |
| 15 | Queretaro, Mexico | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2% | 16 | 2% | 0 | n/a | 0 | n/a | (17) | (52%) | | | | | | | | |
| 16 | Bogota, Colombia | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 1 | 12 | 1% | 12 | 1% | (1) | (50%) | 0 | 0% | 0 | 0% | | | | | | | | |
| 17 | Kingston, Jamaica | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 12 | 1% | 12 | 1% | 0 | 0% | 0 | 0% | 1 | 9% | | | | | | | | |
| 18 | Puebla, Mexico | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1% | 7 | 1% | 0 | n/a | 0 | n/a | (12) | (63%) | | | | | | | | |
| 19 | Piarco, Trinidad | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0% | 3 | 0% | 0 | n/a | (0) | (100%) | 1 | 50% | | | | | | | | |
| 20 | Kenya | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0% | 1 | 0% | 0 | n/a | 0 | n/a | (1) | (50%) | | | | | | | | |
| 21 | Timehri, Guyana | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0% | 1 | 0% | 0 | n/a | 0 | n/a | (1) | (50%) | | | | | | | | |

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

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

Total ICE Air Flights YTD 2020 – Removal and Domestic

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

Pre-COVID = Jan 1 to Mar 13

In-COVID = Mar 14 to Dec 31

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

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

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

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

Pre-COVID = Jan 1 to Mar 13

In-COVID = Mar 14 to Dec 31