

ICE Flight Monitor

July 2026 Report
humanrightsfirst.org



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Executive Summary

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

[ICE Flight Monitor](#) responds to this lawlessness and lack of information by using publicly available aviation data to monitor and document flights conducted by U.S. Immigration and Customs Enforcement (ICE), including deportation flights and domestic transfers between U.S. detention centers and deportation staging facilities. To date, the project has tracked nearly 62,000 flights since 2020. ICE Flight Monitor publishes [monthly reports](#), tracks critical flights in real time, and provides updates on new developments through social media (@ICEFlightM; @iceflightmonitor.bsky.social). Our new [public interactive ICE Flight Monitor Dashboard](#) enables users to visualize common routes and patterns, track historical deportation flight trends, and look up recent deportation flights to any specific country.

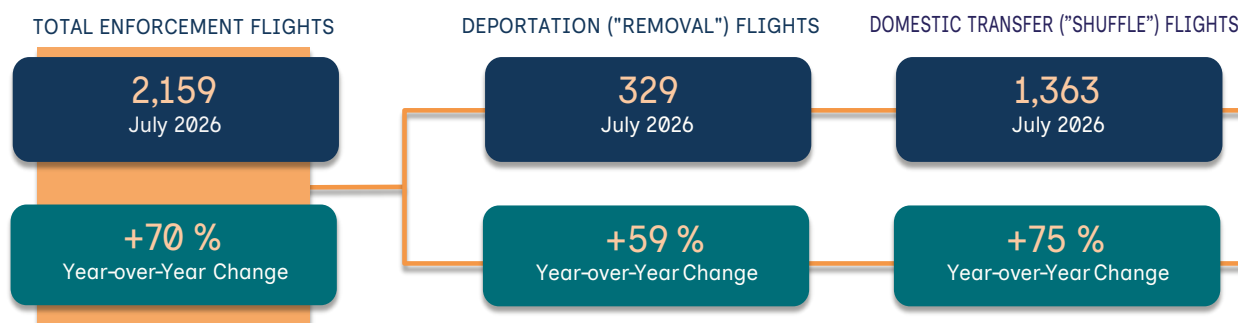
The methodology behind ICE Flight Monitor is grounded in Tom Cartwright’s nearly six years of independent work tracking tens of thousands of flights, between 2020 and July 2025, after which the project was transitioned to Human Rights First in August 2025. To ensure the accuracy and integrity of the findings, ICE Flight Monitor cross-references flight data with public records, media reports, communications with attorneys, advocates, and family members, and observations from trusted partner organizations. The project also tracks other relevant air operations – such as military planes involved in immigration enforcement as well as Costa Rican, Panamanian and Mexican governments’ deportation flights. ICE routinely carries out a small number of additional removals on commercial flights that are not visible to ICE Flight Monitor.

The Project defines the following types of U.S. immigration enforcement flights as:

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

Note: Following each publication, data may be corrected or updated as new findings arise. This report includes some retroactive revisions. For the most updated figures, please consult the latest report.

ICE Flight Monitor reports the following top findings for July 2026:



- As part of the Trump administration's cruel and lawless mass deportation campaign, U.S. removal flights reached a record 329 to 37 countries, largely driven by another surge in removal flights to Mexico as land border deportations of Mexican nationals remain nearly paused. In July 2026, the administration conducted at least 329 removal flights, up 14% from the previous month and 59% from July 2025. Notably, July saw a record 22 removal flights in a single day on July 30 since flight tracking started in 2020. July's increase, like the previous three months, was largely driven by a spike in removal flights to Mexico, which accounted for 39% (128 flights) of the month total, compared to making up just eight percent in July 2025. Removal flights to Mexico ramped up dramatically starting in mid-April, reaching an average of 29 removal flights per week, compared to the weekly average of just 5 earlier in 2026. Even excluding removal flights to Mexico, this month's total marked a monthly record and represents a six percent rise from July 2025.

July also saw a sharp rise in the number of removal flights to Guatemala, reaching a monthly record of 63 flights, an increase of 58% (up 22 flights) from the previous month. Guatemala and Honduras continue to receive large numbers of removal flights, together accounting for roughly 33% of July's total. Notably, July saw first-time removal flights to Hungary, Bosnia and Herzegovina, and Dominica (carrying third country nationals), as well as a second flight to the Central African Republic (CAR) and a third flight to Sierra Leone, where third country nationals were forcibly transferred again from the United States. Concerningly, a deportation flight to Laos, Bangladesh and Vietnam lasted a grueling 34 hours, while individuals remained physically restrained throughout the entire journey, including during refueling and deportation stops.

Roughly 94% of July's removal flights went to Latin America and the Caribbean countries, with the remaining six percent to other regions. July's 37 removal destination countries included: Mexico (128), Guatemala (63), Honduras (45), El Salvador (18), Ecuador (9), Nicaragua (9), Colombia (8), Costa Rica (5), Peru (5), Brazil (4), Dominican Republic (4), Belize (2), Equatorial Guinea (2), Eswatini (2), Jamaica (2), Paraguay (2), Albania (1), Armenia (1), Bahamas (1), Bangladesh (1), Bosnia and Herzegovina (1), Bulgaria (1), Central African Republic (1), Chile (1), Dominica (1), Gambia (1), Georgia (1), Ghana (1), Haiti (1), Hungary (1), Laos (1), Liberia (1), Pakistan (1), Panama (1), Sierra Leone (1), Sri Lanka (1), Vietnam (1).

- Deportation flights on U.S. military aircraft resumed in June 2026, with at least 25 removal flights to Honduras by the end of July. Since resuming on June 4 after a pause since September 2025, all removal flights on military aircraft (C-17 and C-130J) have departed Harlingen, Texas and flown exclusively to Honduras. June saw at least 12 such flights—with at least three carrying third country nationals from the United States—making up nearly 30% of all removal flights to Honduras that month. In July, at least 13 of the month's 45 removal flights to Honduras were conducted on U.S. military planes, maintaining about the same proportion as the previous month.

Despite the shift to military aircraft for nearly a third of deportations to Honduras, July's total number of flights to Honduras decreased by 17% compared to July 2025. While the Honduran government publishes monthly statistics on returned nationals, it has not updated deportations by air on its [dashboard](#) since June. For this reason, ICE Flight Monitor has been unable to estimate the total number of Hondurans removed since deportations on military planes resumed.

DHS has referenced the recent military deportation flights in social media posts that appear aimed to project cruelty and coerce individuals to give up their legal claims and “self-deport.”

U.S. military planes are [significantly more expensive to use for immigration enforcement than charter planes](#). Previously, between January and September 2025, the Trump administration carried out at least 88 deportation flights on military aircraft to 33 countries.

- **On August 3, ICE Flight Monitor tracked the first deportation flight to Venezuela since June 24, when an ICE Air flight removed Venezuelan nationals just hours before the devastating earthquakes struck the country.** The [ICE Air flight](#), chartered by GlobalX, departed Mesa, Arizona and made stops in El Paso, Texas and Miami, Florida before arriving at General José Antonio Anzoátegui International Airport in Barcelona, Venezuela with 147 Venezuelan nationals. This flight marked the first time an ICE Air flight landed in Barcelona since independent tracking began in 2020. On August 12, another ICE Air flight arrived in Barcelona, marking the second deportation flight to Venezuela since June 24. Prior to the earthquakes, U.S. deportation flights to Venezuela took place three times per week—on Mondays, Wednesdays and Fridays—with all flights landing at Simón Bolívar International Airport in Caracas. ICE Flight Monitor has not seen a return to this previous pace and as of the date this report was published. It appears that air traffic into the Simón Bolívar International Airport in Caracas remains dramatically reduced—mainly accepting humanitarian flights—due to damage as a result of the earthquakes.
- **Forced third country transfers reached an alarming record of 18 flights tracked to 10 countries, with first-time flights to Belize and Dominica, and repeated flights to CAR, Costa Rica, Equatorial Guinea, Eswatini, Ghana, Panama, Paraguay and Sierra Leone.** Over the past several months, the United States has removed third country nationals to an expanding list of destination countries through a variety of bilateral agreements. On July 10, under an [Asylum Cooperative Agreement](#) signed between Belize and the United States, the Trump administration conducted the first flight [removing a Haitian asylum seeker to Belize](#). A [second such flight](#) to Belize removed [seven more non-Belizean asylum seekers](#) from the United States on July 30. On July 22, an ICE Air flight carrying third country nationals from the United States [arrived in Dominica for the first time](#) under a [bilateral agreement](#) between Dominica and the United States. In July, the Trump administration also conducted forced third country transfers to [Eswatini for the fourth time](#) and [Equatorial Guinea for the fifth time](#). These transfers were carried out using four small (14-seat) Journey jets, with two jets arriving in each country just 20 minutes apart. Additionally, July saw a [single ICE Air flight](#) that stopped in CAR, Sierra Leone and Ghana, marking the second such flight to CAR after a flight in June, the third such flight to Sierra Leone, and at least the ninth to Ghana.

Furthermore, the administration continues to send [non-Ecuadorans to Ecuador](#), [non-Hondurans to Honduras](#), and [non-Guatemalans were also sent to Guatemala](#) under the third country agreements with those three countries. Those take place on routine deportation flights to the three countries and ICE Flight Monitor's data does not comprehensively capture those flights. The vast majority of forced third country transfers take place to [Mexico](#) and are conducted via the U.S.-Mexico land border instead of ICE Air. See [Banished by Bargain: Third Country Deportation Watch](#) for more information on third country transfers, including country agreements.

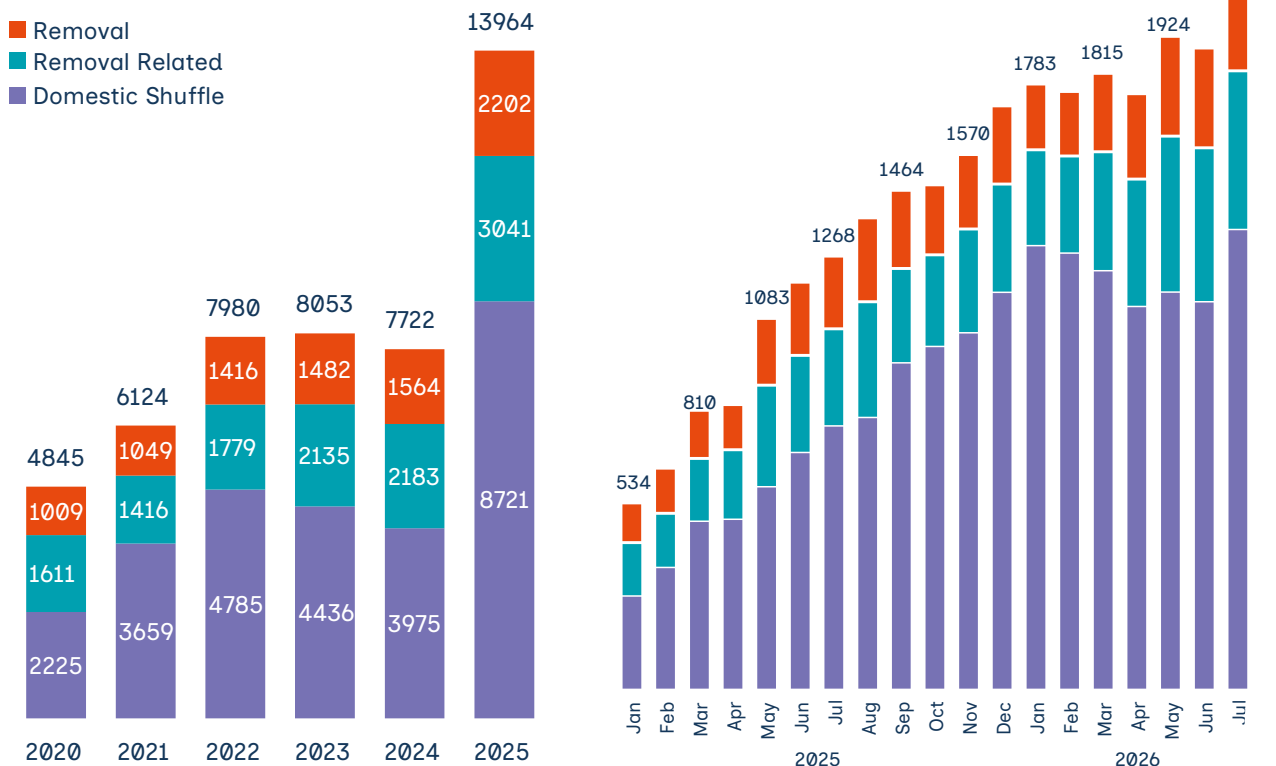
- **Domestic transfer (“shuffle”) flights peaked in July, reaching an alarming monthly record of 1,363 flights that carried individuals across 61 U.S. cities.** July saw the highest number of domestic shuffle flights since at least 2020 when independent tracking began, increasing by 19% from the 1,148 shuffle flights over the previous month and 75% from the 779 in July 2025. On any given day this month, an average of 16 ICE Air planes conducted a total of 44 shuffle flights, compared to July 2025 when an average of eight planes conducted 25 shuffle flights per day. This surge coincided with Air Wisconsin’s rapid expansion as the main carrier for domestic transfers, rising from making up just four percent of total shuffle flights in January—when the carrier started ICE Air operations—to 47% in July, after the U.S. Coast Guard and two other carriers ceased operating ICE flights. In July, domestic shuffle flights reached several cities that had never or rarely seen ICE Air shuffle flights, including Anchorage and Fairbanks, Alaska; Great Falls, Montana; Cedar City, Utah; and Gainesville, Florida. Over recent months, there has also been a notable rise in shuffle flights to U.S. cities with growing detention populations in nearby facilities, including State College, Pennsylvania; Lake City and Tallahassee, Florida; Memphis, Tennessee; Gadsden and Tuscaloosa, Alabama; and Indianapolis, Indiana.

Given the scope of these unlawful transfers, these findings make clear that the Trump administration’s current deportation campaign is unprecedented and dangerous — not only to the rights of those it targets, but also to our democracy. ICE Flight Monitor delivers accessible and reliable data to strengthen public accountability and uphold transparency. The following sections detail ICE Flight Monitor’s tracking from July 2026, including: 1) total U.S. immigration enforcement flights; 2) domestic shuffle flights; 3) U.S. removal flights; 4) flights to and from the U.S. Guantanamo Bay Naval Base; and 5) Costa Rican, Panamanian and Mexican governments’ deportation flights.

All U.S. Immigration Enforcement Flights

Figure 1: Total U.S. Immigration Enforcement Flights (January 2020 – July 2026)

Source: ICE Flight Monitor



The vast majority of U.S. immigration enforcement flights are carried out by ICE Air Operations (IAO). IAO does not own planes but rather contracts its operations through the airline broker CSI Aviation, which in turn is understood to subcontract to several airline carriers. These include GlobalX, Eastern Air Express, Eastern Air, OMNI Air, and Key Lime Air, as well as small charter planes operated by Talon Air and Journey Aviation. Of these, Key Lime Air is unique in that it also provides scheduled commercial passenger service directly to the public. In addition, in January 2026, Air Wisconsin Airlines [sold its operating license and a portion of its fleet to CSI Aviation](#). Despite this transfer, many ICE flights continue to operate under the Air Wisconsin brand. Between January and July 2026, a total of 22 distinct Air Wisconsin planes—all 50-seat Bombardier jets—have flown ICE routes. Beyond ICE Air carriers, a small number of immigration enforcement flights are conducted by international carriers, such as Egypt Air, Venezuela’s Conviasa, and the Colombian Air Force.¹ See [appendix for the breakdown of flights by carrier](#).

Beginning in June, OMNI Air, a subcontracted carrier conducting deportation flights worldwide, especially to countries outside of Latin America and the Caribbean, has significantly reduced its ICE Air operations, decreasing by 55-65% between June and July, compared to previous months under the second Trump administration. In parallel, other ICE Air carriers, such as Eastern Air, GlobalX, Journey and Talon Air, have recently started to carry out first-time or an increased number of deportation flights to countries within these regions. In July, a GlobalX plane flew an ICE Air route to Armenia, Georgia and Pakistan, marking the carrier’s first U.S. deportation stops outside of Latin America and the Caribbean since at least 2020. Similarly, Eastern Air operated deportation flights carrying third country nationals to African countries, including 31 individuals to the Central African Republic, 30 to Ghana, and 12 to Sierra Leone. Small (14-seat) jets from Journey and Talon Air have also flown to multiple countries worldwide, sometimes sending two jets to the same destination within minutes of each other. In July, forced third country transfers to Eswatini and Equatorial Guinea were carried on four Journey jets, with two jets landing in each country just 20 minutes apart.

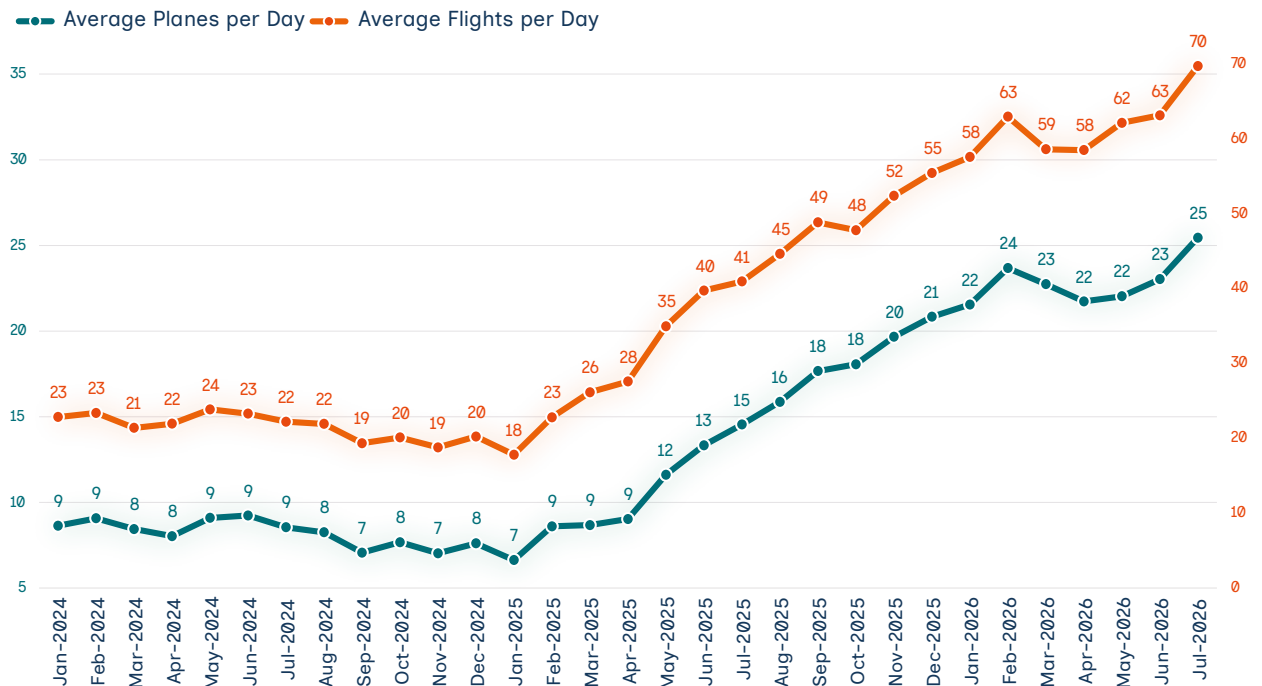
For months, ICE Flight Monitor has been tracking DHS’s purchase of 10 planes, including two Gulfstream 650s and seven 737s (one of which is a luxury business jet). Our tracking shows that these DHS-owned planes have not yet operated for ICE Air, though they did operate some evacuation missions at the beginning of the Iran war earlier this year. We have also been monitoring an ICE [solicitation](#) for aircraft operations support and maintenance, which concerningly includes reference to establishing “international staging facilities within designated international host nations.”

July 2026 saw a staggering 2,159 total immigration enforcement flights, including 13 removal flights operated on U.S. Air Force planes. Between January and June 2026, monthly immigration enforcement flight totals had largely plateaued—fluctuating no more than 10% each month—following a steady increase over the first year of the second Trump administration. However, July’s totals represent a more significant increase than this plateau, rising by 14% from the 1,891 flights over the previous month and a 71% increase from the 1,259 flights over July 2025. Since April 2026, the monthly volume of immigration enforcement flights has largely been sustained by a sharp rise in removal flights to Mexico as deportations of Mexican nationals via the U.S.-Mexico land border has remained nearly halted.

Another factor driving high monthly immigration enforcement flight volumes is an ongoing expansion of domestic transfer “shuffle” routes, transporting individuals between a growing number of U.S. cities, including deportation staging hubs. In July, these flights made up roughly 64% of all immigration enforcement flights, with 30% conducted on Air Wisconsin aircraft alone.

Figure 2: Average Number of Enforcement Flights and Planes in Air per Day (January 2020 – July 2026)

Source: ICE Flight Monitor



Note: in addition to ICE Air charters, this figure reflects immigration enforcement flights conducted by U.S. Air Force and Coast Guard aircraft.

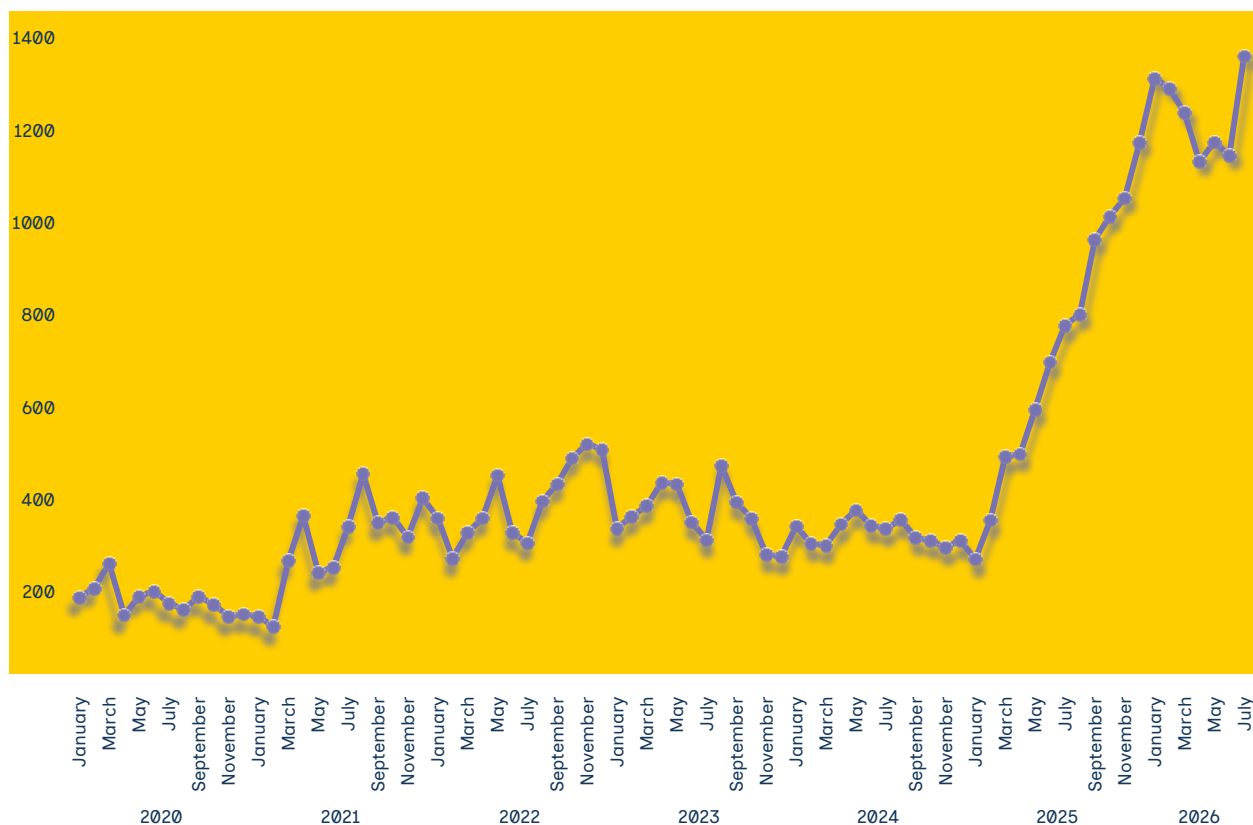
Under Trump’s second term, the monthly number of charter planes conducting ICE Air routes has steadily increased, reaching a total of 116 distinct charter planes since January 2025.² In general, these carriers do not operate exclusively for ICE. Instead, the charter airlines serve various clients, including sports teams and other organizations. In July 2026, at least 58 charter planes were in use, a 100% increase from the 29 planes used in July 2025. Of the 58 planes, 20 conducted domestic shuffle flights only, nine conducted removal flights only, and 29 conducted both removal and shuffle flights. On any given day this month, an average of 25 planes operated approximately 69 ICE Air flights daily, the highest daily average recorded since at least 2020. These totals compared to the average of 13 planes conducting 38 ICE Air flights per day in July 2025. These flights include transfers between U.S. detention centers and deportation staging facilities, as well as removal stops to international destinations, including refueling stops, layovers, and return legs.

ICE Air flights pose serious security risks and raise human rights concerns. Individuals are often restrained by handcuffs, waist chains and leg irons for the duration of the journey, including layovers and fuel stops, even when they pose no security threat. Even more concerning is ICE’s documented use of the WRAP, a full-body restraint suit that prevents individuals from moving their arms or shifting position – which medical experts warn can cause severe physical and psychological distress. Flight attendants report that emergency procedures for ICE Air flights provide limited guidance for evacuating physically restrained passengers, and some crew members have stated that pilots instructed during briefings that evacuating detained individuals in an emergency was not a priority. Flight crew have also described instances of medical neglect, including a case of an untrained attendant who was forced to intervene during a life-threatening medical crisis due to inadequate support from contracted medical staff. Language access is also a major concern: preflight safety briefings are conducted solely in English, while most individuals on removal flights speak other languages.

Domestic Transfer (“Shuffle”) Flights Overview

Figure 3: Number of Domestic Transfer Flights per Month (January 2020 – July 2026)

Source: ICE Flight Monitor



This report defines domestic transfers (“shuffles”) as the transport of individuals between U.S. detention centers, including to Puerto Rico or the U.S. Naval Base at Guantanamo Bay (GTMO), and deportation staging facilities, which are located in Phoenix, Arizona; Alexandria, Louisiana; and El Paso and Harlingen, Texas. These flights were not directly tied to a same-day removal flight.

To carry out its mass deportation campaign, the Trump administration has drastically stepped up ICE arrests and detention, which has been paralleled by an increase in the scale and scope of shuffle flights. July 2026 saw 1,363 domestic shuffle flights across 61 domestic cities, the highest number recorded since at least 2020. July’s total represents an increase of 19% from the previous month and a 75% increase from July 2025. On average, 16 planes conducted 44 shuffle flights on any given day in July, compared to eight planes conducting 25 shuffle flights per day over July 2025.

The top domestic transfer locations seeing multiple ICE flights per day this month included Alexandria, Louisiana (324); El Paso, Texas (128); Harlingen, Texas (119); Killeen, Texas (87); Phoenix, Arizona (84); Miami, Florida (50); and Akron, Ohio (35). Routine ICE Air flights, operating three to four times per week this month, were also tracked to Jacksonville, Florida; Milwaukee, Wisconsin; Richmond, Virginia; State College, Pennsylvania; Dallas, Texas; Bakersfield, California; Ypsilanti, Michigan; Columbus, Georgia; Denver, Colorado; and Houston, Texas.

In July, domestic shuffle flights reached several cities that had never or rarely seen ICE Air flights since independent tracking began in 2020. New destinations included Anchorage, Alaska (with first-time shuffle flights); Fairbanks; Alaska; Great Falls, Montana; Cedar City, Utah; and Gainesville, Florida. U.S. cities seeing over 50% more shuffle flights than the previous month included Knoxville, Tennessee; Oklahoma City, Oklahoma; Punta Gorda, Florida; Harrisburg, Pennsylvania; Richmond, Virginia; and Springfield, Missouri. There has also been a notable rise in shuffle flights to U.S. cities with growing detention populations in nearby facilities. Many of these cities, such as State College, Pennsylvania; Lake City and Tallahassee, Florida; Memphis, Tennessee; Gadsden and Tuscaloosa, Alabama; and Indianapolis, Indiana had seen only a few ICE Air flights prior to August 2025.

A key factor sustaining high shuffle flight volumes has been a rapid expansion of Air Wisconsin planes conducting ICE Air domestic transfers with its share rising from making up just 4% of all domestic shuffle flights in January to 47% in July. This shift has occurred amid a total pause of shuffle flights on U.S. Coast Guard, Bighorn Airways and small CSI Aviation planes in April, with Air Wisconsin replacing many of those ICE routes and becoming the primary carrier for domestic shuffle flights. Along with Key Lime Air, an airline company which exclusively carries out domestic transfers, these two carriers conducted 59% of all domestic shuffle flights in July. As of July, Air Wisconsin has also conducted a small number of deportation flights to Caribbean countries, such as Dominica (carrying third country nationals) and the Dominican Republic.

Deportation (“Removal”) Flights

Overview

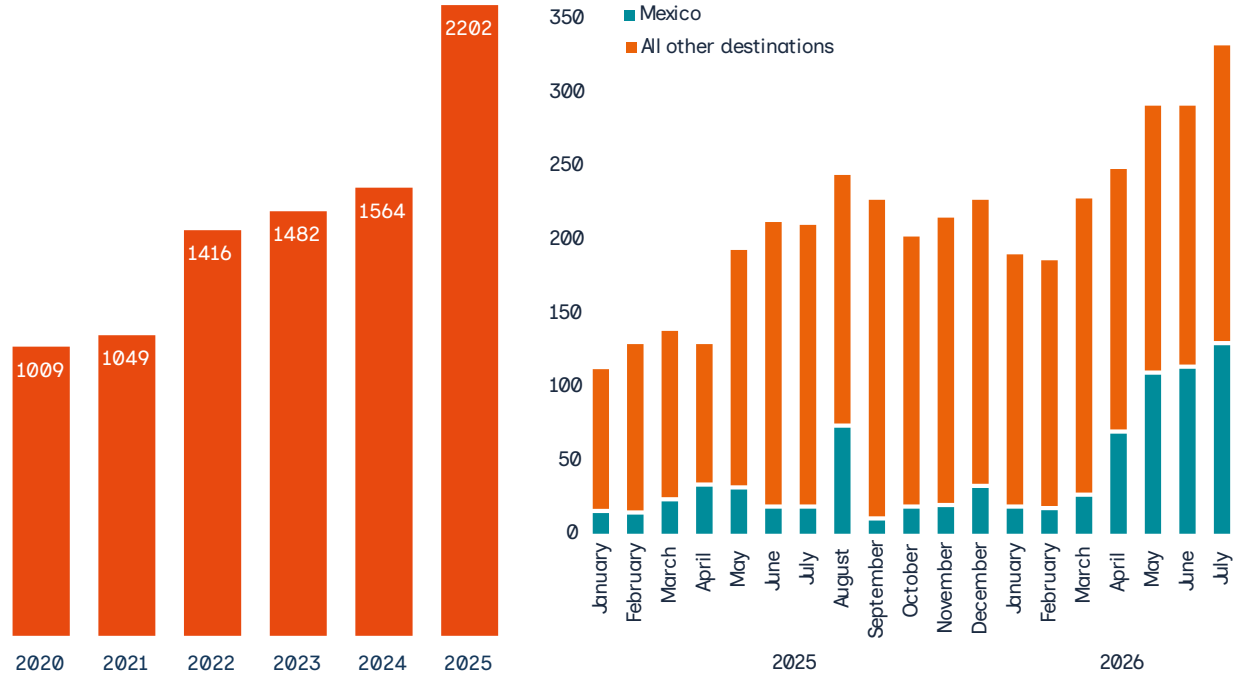
ICE Flight Monitor defines removal flights as instances in which individuals are flown from the United States to international destinations by ICE-chartered planes, military planes collaborating with ICE to carry out immigration enforcement operations or, in limited cases, international carriers. Each removal flight refers to a single removal leg. Some flights go to a single destination, while other removal flights are part of multi-country routes that include multiple removal stops. These removals often do not comply with U.S. law, constitutional law, and international human rights and refugee law. Many of the individuals removed on these flights do not have deportation (“removal”) orders under U.S. law. The administration has carried out removals of people whose immigration case had not yet been decided by a judge, people who arrived to seek asylum and were expelled without even a screening of their claims, and people who ostensibly accepted “voluntary” departure or return — often under coercion, threats by immigration agents, or pressure stemming from abusive and prolonged detention conditions. The administration has also put [individuals on planes in violation of court orders](#).

Additionally, individuals face both physical and psychological harm during removal flights. The WRAP, [reportedly](#) used as punishment when individuals request to speak with their attorney or express fear of deportation, has caused lasting injuries. One man, who was tightly bound from his shoulders to his feet on a [military flight to Ghana](#), reported being traumatized and sustaining a leg injury that has left him walking with a limp. In response to these reports, Congresswoman Delia Ramirez, [has introduced legislation](#), endorsed by several advocacy groups including Human Rights First, to prohibit the use of the WRAP.

In July 2026, the Trump administration carried out yet another alarming record of removal flights since independent flight tracking began in 2020. There were at least 329 removal flights to 37 countries this month, up by 14% from the 288 flights over the previous month and 59% from the 207 flights over July 2025.

Figure 4: Number of U.S. Removal Flights (January 2020 – July 2026)

Source: ICE Flight Monitor



On average, nine planes conducted 11 deportation stops on any given day in July. Like the previous three months, July's rise was largely driven by a continued surge in removal flights to Mexico, which made up 39% (128 flights) of this month's total, compared to July 2025 when they accounted for just eight percent of total removal flights. Starting in mid-April, the Trump administration dramatically ramped up removal flights to Mexico as deportations of Mexican nationals across the U.S.-Mexico land border remained nearly completely halted.³ In July, removal flights to Mexico reached a weekly average of 29 flights, compared to just five per week during the earlier months of 2026. Data from the Mexican government indicates that the surge in removal flights does not indicate that more Mexican nationals are being removed.⁴ The intent of removing most Mexican nationals via ICE Air instead of the U.S.-Mexico land border appears to be to make re-crossing into the United States harder by removing individuals farther into Mexico's interior, including central and southern cities: Tapachula, Chiapas; Villahermosa, Tabasco; Merida, Yucatan; Campeche; Tulum, Quintana Roo; Huatulco, Oaxaca; Morelia, Michoacan and Mexico City. Additionally, in July, the administration started deporting Mexican nationals to San Luis Potosí in north-central Mexico.

Notably, July saw first-time ICE Air deportation flights to Hungary and Bosnia and Herzegovina since independent flight tracking began in 2020. There was also a first-time flight to Dominica and a second flight to the Central African Republic, where third country nationals were forcibly transferred from the United States to each country. Removal flights to Guatemala also peaked with 63 flights in July — an increase of 58% (or 22 flights) from the previous month. The most frequent destinations in July were Mexico (128), Guatemala (63), Honduras (45), El Salvador (18), Ecuador (9), Nicaragua (9), and Colombia (8). *See IFM's [public dashboard](#) for a full breakdown of country-specific removals.*

³ Between January 2025 and mid-April 2026, the majority of Mexican nationals were deported via the land border, though these deportations were not evenly distributed across U.S. border cities. During the first 3 months of 2026, more than a third of all Mexican nationals were deported through Matamoros. [Source](#).

⁴ June 2026 figures from the Mexican government indicate that the number of Mexican nationals removed decreased by 15% compared to the previous month, while removal flights were up by four percent. The Mexican government keeps a record of the number of Mexican nationals removed from the United States. However, the data is updated through June 2026.

Forced Third Country Transfer Flights⁵

As of July 2026, ICE Flight Monitor has tracked the Trump administration's flights carrying third country nationals to at least 23 countries: Belize, Cameroon, Costa Rica, Central African Republic (CAR), Democratic Republic of Congo, Dominica, Ecuador, El Salvador, Equatorial Guinea, Eswatini, Ghana, Guatemala, Honduras, Moldova, Panama, Paraguay, Poland, Rwanda, Saint Kitts and Nevis, Sierra Leone, South Sudan, Uganda, and Uzbekistan. (*See [appendix for list of confirmed flights](#)*).⁶

Additionally, forced third country transfers of non-Mexicans take place to Mexico over the US-Mexico land border.⁷ Third country deportations have also taken place to Kosovo and Palau on commercial planes, which ICE Flight Monitor does not have visibility into. This is part of the Trump administration's effort to pursue agreements with countries to facilitate [forced third country transfers](#) — which send individuals to countries where they are not citizens and often have no ties. [The legality of these transfers is currently being challenged](#) through various lawsuits in U.S. federal courts.

Over the past several months, the Trump administration has removed third country nationals to an expanding list of nations through a variety of bilateral agreements, with confirmed flights reaching at least 10 countries in July. On July 10, under an [Asylum Cooperative Agreement](#) signed between Belize and the United States, the administration conducted the first flight [carrying a Haitian asylum seeker](#) to Belize. A [second such flight](#) to Belize took place on July 30, [removing seven more asylum seekers](#) from the United States. On July 22, under a [bilateral agreement](#) between Dominica and the United States, an ICE Air flight carrying third country nationals [arrived in Dominica for the first time](#). In July, the Trump administration also conducted flights removing third country nationals [to Eswatini for the fourth time](#) and [Equatorial Guinea for the fifth time](#). Both of these third country transfers took place aboard four small (14-seat) Journey jets, with two jets landing in each country just 20 minutes apart. Additionally, on July 30, a [single ICE Air flight](#) from Fort Worth, Texas removed third country nationals to Sierra Leone, CAR and Ghana. The flight marked the second time third country nationals were removed to CAR, the third time such nationals were transferred to Sierra Leone, and at least the ninth such transfer to Ghana.

Additional forced third country transfers took place under different bilateral agreements between the United States and various other countries. On July 10, the Trump administration conducted the fourth third country transfer flight to Panama under a [U.S.-Panama MOU expanded in February 2025](#). Under a March 2026 U.S.-Costa Rica MOU, five ICE Air flights removed third country nationals to [Costa Rica](#) on July 2, 9, 16, 23 and 30 (bringing the total to 15 since April). On July 23, a [fourth ICE Air flight](#) carried third country nationals from the United States to Paraguay, following flights in April, May and June.

Furthermore, it is understood that the administration continues to send [non-Ecuadorans to Ecuador](#) and [non-Hondurans to Honduras](#) under the respective ACAs, as well as [non-Guatemalans to Guatemala](#), outside the parameters of the ACA. See [Banished by Bargain: Third Country Deportation Watch](#) for more information on third country transfers, including country agreements.

⁵ This section does not include removals to the country of origin that involve a layover in a third country—for example, Iranians returned to Tehran via Qatar and Kuwait, Venezuelans returned to Caracas via Honduras, or Russians returned to Moscow via Egypt. It also does not track ad hoc forced third country transfers carried out on commercial flights.

⁶ Reportedly, in December 2025, [the first third country migrant arrived in Kosovo](#); however, ICE Flight Monitor did not track any flights to Kosovo in December, suggesting the individual was likely deported on a commercial flight. Three third country nationals have also been sent to Palau on commercial flights.

⁷ Unlike the detailed statistics it releases on deported Mexican nationals, the Mexican government does not publish data on non-Mexicans returned from the United States, nor does it make public any policy outlining their rights. Roughly 19,000 third country nationals have been removed to Mexico. To calculate this number, data was obtained from the National Institute of Migration in Mexico through information requests indicating that approximately 18,000 third country nationals deported by the United States were received by Mexico between January 20, 2025, and May 15, 2026. Removals also continued in July 2026, contributing to a total of roughly 19,000 removals of third country nationals.

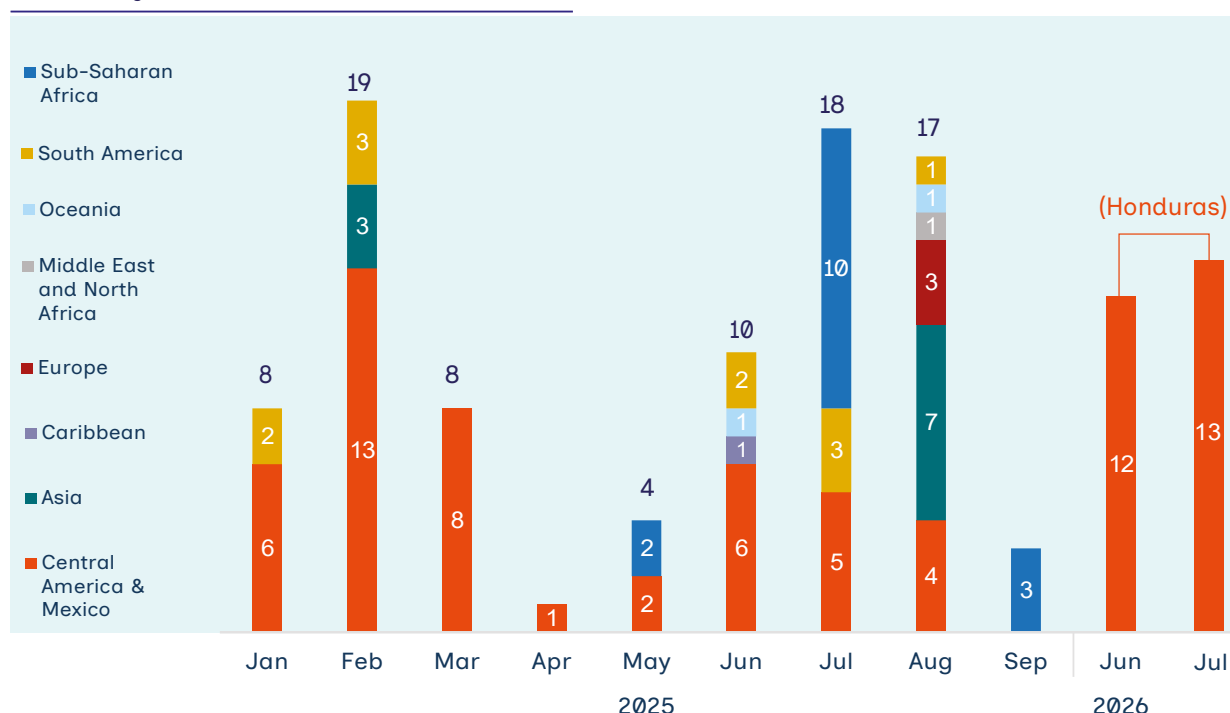
Use of Military Aircraft for Removal Flights

In July, 13 removal flights to Honduras were conducted on U.S. Air Force planes, including C-17 and C-130J aircraft types. Deportation flights on U.S. military aircraft [resumed](#) on June 4, 2026 and have totaled 25 flights as of the end of July. So far, all U.S. military deportation flights have departed from Harlingen, Texas and landed in San Pedro Sula, Honduras, with at least three flights in June carrying third country nationals from the United States. Military planes are [significantly more expensive](#) to use for immigration enforcement than standard ICE Air charter operations.

The Trump administration had previously used U.S. military planes to carry out a total of 88 removal flights between January and September 2025 (see Figure 5). On his first day in office, President Trump signed an [executive order](#) authorizing U.S. military involvement in border enforcement. Soon after, on January 24, 2025, the administration began using military aircraft, primarily C-17 Air Force cargo planes, to carry out ICE Air removal flights.

Figure 5: Total Deportation Flights Conducted on U.S. Military Aircraft (As of July 31, 2026)

Source: ICE Flight Monitor



In addition to U.S. military aircraft, Colombian Air Force planes have been used to remove Colombian nationals to Colombia, following objections from the Colombian government regarding the treatment of citizens on ICE removal flights. From January 2025 through April 2026, the Colombian government conducted an average of four removal flights per month using Air Force aircraft. However, they decreased to just one removal flight per month amid the [2026 presidential elections](#) in May and June. In July, there were three removal flights on Colombian Air Force planes, indicating that the Colombian government appears to have resumed this practice.

Additional Country Specific Removals

The majority of removal flights continue to be to countries in Latin America and the Caribbean. In July 2026, 94% of flights were to this region. The remaining six percent of removal flights took place to other regions—particularly destinations in Africa and Asia—and often involved multi-country

stops resulting in excruciatingly long flight times, with individuals remaining physically restrained throughout the entire journey. *The country highlights below are not comprehensive; for a full country-by-country breakdown, see the Appendix IFM's [public dashboard](#), and for additional context and numbers, see the [January 2026 ICE Flight Monitor Report](#).*

Latin America and the Caribbean

Mexico: In July, U.S. officials conducted 128 removal flights to Mexico, an increase of 14% from the 112 flights over the previous month and a staggering 574% from the monthly average of 19 flights during the first three months of 2026. Starting in mid-April, removal flights to Mexico ramped up dramatically, reaching a weekly pace of 29 flights, far above the weekly average of five between January and March 2026. This surge is likely linked to the Trump administration's near-total pause of deportations of Mexican nationals across the U.S.-Mexico land border. The intent appears to be to deport Mexican nationals via ICE Air farther into Mexico's interior rather than the land border to prevent deported individuals from re-crossing into the United States. **Importantly, the increase in removal flights to Mexico does not indicate that more Mexican nationals are being removed.** June 2026 figures from the Mexican government indicate that the number of Mexican nationals removed decreased by 15% compared to the previous month, while removal flights were up by four percent. The Mexican government keeps a record of the number of Mexican nationals removed from the United States. However, the [data](#) is updated through June 2026.

Amid this surge, removal flights have landed in a wider range of destinations within Mexico, reaching nine cities in July. These removal destinations are farther into Mexico's interior, many of which had not received ICE Air flights prior to April 2026. They include cities in the central and southern regions of the country: Tapachula, Chiapas; Villahermosa, Tabasco; Tulum, Quintana Roo; Morelia, Michoacán; Mexico City; San Luis Potosi; Merida, Yucatan; Huatulco, Oaxaca; and Campeche. Removal flights to Mexico have also originated in a wider range of domestic cities, including Harlingen and El Paso, Texas; Alexandria, Louisiana; Phoenix, Arizona; Jacksonville, Florida, and Akron, Ohio; with connections in San Diego, California; Dallas, Texas; Victorville, California; Abilene, Texas; and Houston, Texas.

Despite the likely pause on land removals for Mexican nationals, third country nationals continue to be removed to Mexico via the U.S.-Mexico land border. Customs and Border Protection (CBP) and ICE agents transfer non-Mexican nationals directly to Mexican officials at the land border, who then buses the vast majority 1,000 to 2,000 miles south to Villahermosa, Tabasco or to Tapachula, Chiapas. See ICE Flight Monitor's January 2026 report for information on the number of individuals returned.

Guatemala: In July 2026, U.S. officials removed 7,035 Guatemalans on 63 removal flights, averaging 112 individuals per flight. Compared to June 2026, the number of flights increased by 55%, up 22 flights from the 40 conducted over the previous month. There was also a 58% increase in the number of Guatemalans removed from the 4,448 removed over the previous month. The number of removal flights increased by 17% and the number of Guatemalans removed rose by 62%, compared to July 2025 when 4,340 were removed on 54 flights.⁸ July's figure brings the 2026 total to 332 removal flights, some of which have carried third country nationals through a [third country agreement](#) with the United States. The large majority of removal flights to Guatemala originate in Alexandria, Louisiana and Harlingen, Texas, with a small number originating in El Paso, Texas; Miami, Florida; Killeen, Texas; Atlanta, Georgia; Columbus, Georgia and Phoenix, Arizona. They typically occur

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

multiple times per day, every day of the week, with the highest frequency on Tuesdays, Wednesdays and Sundays. All U.S. removal flights to Guatemala landed at La Aurora International Airport in Guatemala City.

Honduras: In July, U.S. officials conducted 45 removal flights to Honduras, 13 of which were carried out on U.S. military planes, bringing the 2026 total to 286 flights. July's total was two more than the 43 removal flights over June, and down 17% from the 54 over July 2025. While Honduras publishes monthly statistics on returned nationals, its dashboard currently only covers land returns, and no data on air returns has been available since June. Removal flights to Honduras typically originate in Alexandria, Louisiana; Harlingen, Texas; El Paso, Texas; with a small number from Phoenix, Arizona and Killeen, Texas. They typically occur multiple times per day, every day of the week, with the highest frequency on Mondays, Wednesdays and Saturdays. All U.S. removal flights to Honduras landed at the Ramon Villeda Morales International Airport in San Pedro Sula.

El Salvador: In July, U.S. officials conducted 18 removal flights to El Salvador — one more than the 17 flights in June, and four fewer than the 22 flights in June 2025. Under the second Trump administration, removal flights to El Salvador peaked over June and July 2025, with 22 flights in each month. July's figure brings the 2026 total to 101 removal flights. The majority of removal flights to El Salvador originate in Alexandria, Louisiana, with a small number from El Paso, Texas; Harlingen, Texas; Phoenix, Arizona; Killeen, Texas and Miami, Florida. These flights typically occur two to four times per week, with flights every Monday, and every Tuesday, Thursday and Friday (apart from two Thursdays). All U.S. removal flights to El Salvador landed at El Salvador International Airport in San Salvador.

Nicaragua: In July, U.S. officials conducted nine removal flights to Nicaragua, an increase of two when compared with June 2026. More than 2,500 Nicaraguan nationals have been deported from January to March 2026, according to [local reporting](#). Removal flights to Nicaragua typically originate in Alexandria, Louisiana or Harlingen, Texas, but can depart from Phoenix, Arizona, and occur twice a week on Thursdays and Saturdays. All U.S. removal flights to Nicaragua landed at Augusto Cesar Sandino International Airport in Managua.

Costa Rica: In July, U.S. officials conducted five removal flights—carrying 99 third country nationals⁹—to Costa Rica, bringing the total under the second Trump administration to 40. Between 2020 and 2025, there was just a single removal flight to Costa Rica, which occurred in October 2020. In February 2025, the first two removal flights under this administration expelled [200](#) non-Costa Rican asylum seekers, without a written agreement between the two countries. In early 2026, the Costa Rican government agreed to accept [25 third country nationals per week](#) under a new MOU. The subsequent removal flights between March 2025 and March 2026 are understood to have carried Costa Rican nationals. The flights carrying third country nationals originated in Harlingen, Texas. U.S. removal flights to Costa Rica carrying Costa Rican nationals have originated in Alexandria, Louisiana or El Paso, Texas, and have typically occurred on Thursdays. All U.S. removal flights to Costa Rica have landed at Juan Santamaría International Airport in San Jose.

Haiti: In July, U.S. officials conducted a single removal flight to Haiti, which originated in Alexandria, Louisiana with a stop in Miami, Florida. For the first time since January 2026, July's removal flight did not stop at GTMO prior to landing in Cap-Haïtien. Between February and June, five removal flights to Haiti included a prior stop in GTMO. Haiti remains at a "[Level 4 - Do Not Travel](#)" warning by the State Department due to the dangerous security situation on the ground. UNHCR has an active [non-return advisory](#) for Haiti, urging governments to halt forced returns due to severe security

⁹ See the table '[Estadísticas Personas Tercer País Provenientes desde EEUU](#)' on the website of Dirección General de Migración y Extranjería

and human rights crises. Removal flights to Haiti have continued at a pace of one per month since December 2023, following the mass deportation of Haitians on 229 removal flights that occurred between September 2021 and May 2022.¹⁰ Since December 2025, removal flights to Haiti have originated in Alexandria, Louisiana, with a connection in Miami, Florida, and have typically occurred on the first Thursday of every month. U.S. removal flights to Haiti have by and large landed at Cap-Haïtien International Airport in Cap-Haïtien since early 2024.

Dominican Republic: In July, U.S. officials removed 164 Dominican nationals on four removal flights to the Dominican Republic, averaging 41 individuals per flight. July's total was down one more than the five removal flights in June, and the number of Dominicans removed was down by 42% compared to the 282 over the previous month. Compared to July 2025, the number of Dominicans removed decreased by 66% from the 485 on five removal flights, when there was an average of 97 individuals per flight that month.¹¹ Removal flights to the Dominican Republic typically originate in Alexandria, Louisiana, typically occurring on Tuesdays. All U.S. removal flights to the Dominican Republic have landed at Las Américas International Airport in Punta Caucedo.

Colombia: In July, there were eight removal flights to Colombia, three of which took place on a Colombian Air Force plane operated by the Colombian government. In late January 2025, Colombian aircraft started being used for removals of Colombian nationals from the United States after President Gustavo Petro criticized inhumane U.S. deportation practices, particularly the use of shackles on removal flights. Following this criticism, removal flights to Colombia were initially exclusively conducted by the Colombian government. However, since June 2025, both ICE Air charters and Colombian Air Force planes have removed Colombian nationals to Colombia. Between January 2025 and April 2026, removal flights on Colombian Air Force aircraft averaged four per month and accounted for 58% of total removal flights to Colombia. However, over May and June, the Colombian government carried out one removal flight per month. This decline in pace is likely tied to Colombia's polarized political landscape amid the 2026 [presidential elections](#). July's total removal flights was a 60% increase from the five in June, and included three flights conducted by the Colombian government. Since August 2025, all U.S. removal flights to Colombia have originated in Phoenix, Arizona with connections in Alexandria, Louisiana, typically on Wednesdays and Thursdays, and have landed at El Dorado International Airport in Bogota.

Ecuador: In July, U.S. officials conducted nine removal flights to Ecuador, matching the totals over the previous month and July 2025. Since January 2026, removal flights to Ecuador have continued at a pace of twice per week (or eight flights per month), typically occurring on Mondays, Thursdays and Fridays depending on the week. Beginning in January 2026, the Trump administration started sending non-Ecuadorans to Ecuador on removal flights under the [Asylum Cooperative Agreement](#) signed between the United States and Ecuador in July 2025. Most U.S. removal flights to Ecuador have originated in Phoenix, Arizona and Alexandria, Louisiana, with a small number from El Paso and Harlingen, Texas. All removal flights have landed at José Joaquín de Olmedo International Airport in Guayaquil.

Peru: In July, U.S. officials conducted five removal flights to Peru — one more than the totals over the previous month and July 2025. Removal flights to Peru typically occur on Mondays or Tuesdays and involve multi-country routes that include stops in Ecuador or Honduras. These routes result in longer flights during which individuals remain physically restrained throughout the entire journey. Since December 2025, the majority of removal flights to Peru have originated in Phoenix, Arizona,

¹⁰ In 2024, only 9 U.S. removal flights to Haiti were recorded as no flights took place during February and March of that year due to escalated violence and political tension in the country.

¹¹ The government of the Dominican Republic maintains a record of returned individuals. [Source](#)

with a small number in Harlingen, Texas. All U.S. removal flights to Peru have landed at New Jorge Chávez International Airport in Lima.

Brazil: In July, U.S. officials conducted four removal flights to Brazil — matching the totals over the previous month and July 2025. Removal flights to Brazil have operated at a pace of one flight per week since August 2025, typically on Wednesdays or Thursdays. Flights under the second Trump administration have involved multi-country routes with a removal stop in Colombia prior to landing in Brazil. These routes result in longer flights, during which individuals remain physically restrained throughout the entire journey. U.S. removal flights to Brazil typically originate in Phoenix, Arizona, with a small number in El Paso, Texas, and with connections in Alexandria, Louisiana. Since August 2025, deportation flights to Brazil have landed at Confins-Tancredo Neves International Airport in Belo Horizonte.

Sub-Saharan Africa

Liberia: In July, U.S. officials conducted one removal flight to Liberia, which took place on a small (14-seat) Talon jet that departed from Phoenix, Arizona and stopped in San Juan, Puerto Rico before landing in Monrovia, Liberia. July's removal flight brings the 2026 total to five flights, and the total under the second Trump administration to at least 13. Prior to 2025, there were 15 removal flights to Liberia since at least 2020 when independent flight tracking began: two in 2020, four in 2022, six in 2023, and three in 2024. U.S. deportation flights to Liberia have originated in Alexandria, Louisiana; Harlingen, Texas; and Phoenix, Arizona, with all flights landing at Roberts International Airport in Monrovia.

Ghana: In July, U.S. officials conducted at least one removal flight to Ghana. July's total was two less than the number of removal flights in June, and the same as July 2025. Under the second Trump administration, there have been at least 21 removal flights to Ghana, with at least nine flights believed to have carried third country nationals from the United States. Prior to 2025, there had been just six removal flights to Ghana since at least 2020 when independent flight tracking began: one in 2020, three in 2022, and two in 2023. The July removal flights took place on an Eastern plane that originated in Fort Worth, Texas, with prior stops in Senegal, Sierra Leone and CAR. U.S. removal flights to Ghana have typically originated in Alexandria, Louisiana and Phoenix, Arizona, with all flights landing at Kotoka International Airport in Accra.

Southeast Asia

Laos: In July, U.S. officials conducted a single removal flight to Laos, bringing the total under the second Trump administration to 12. Prior to 2025, only one removal flight to Laos was recorded in September 2022. The removal flight in July took place on an Omni charter plane originating in Fort Worth, Texas, with refueling stops in Anchorage, Alaska and Guam. The total journey to Laos lasted roughly 32 hours, while individuals onboard remained physically restrained the entire time. Notably, a single removal flight to Laos and Vietnam in May 2026 lasted 37 grueling hours. The flight departed Alexandria, Louisiana just 15 hours after a prior deportation attempt that was aborted and returned to Alexandria 17 hours after its initial departure. It is understood that individuals were physically restrained during both journeys, spending a total of 54 hours on board in shackles. All U.S. removal flights to Laos have landed at Wattay International Airport in Vientiane.

Vietnam: In July, U.S. officials conducted a single removal flight to Vietnam, bringing the total under the second Trump administration to 14. Prior to 2025, U.S. officials conducted two removal

flights to Vietnam between 2021 and 2023. The removal flight in July took place on an Omni charter plane originating in Fort Worth, Texas, with refueling stops in Anchorage, Alaska and Guam. The total journey to Vietnam lasted about 34 hours, while individuals onboard remained physically restrained the entire time. Notably, a single removal flight to Laos and Vietnam May 2026 lasted a grueling 37 hours. The flight departed Alexandria, Louisiana just 15 hours after a prior deportation attempt that was aborted and returned to Alexandria 17 hours after its initial departure. It is understood that individuals were physically restrained during both journeys, spending a total of 54 hours on board in shackles. All U.S. removal flights to Vietnam have landed at Noi Bai International Airport in Hanoi.

Sri Lanka: In July, U.S. officials conducted a single removal flight to Sri Lanka. The flight was carried out on a small (14-seat) Journey jet that originated in Phoenix, Arizona with refueling stops in Honolulu, Hawaii and Saipan Island in the Mariana Islands. The flight took place on a Thursday. July's removal flight brings the total deportation flights to Sri Lanka under the second Trump administration to three, with the previous two occurring in October 2025 and February 2026. Prior to 2025, no removal flights to Sri Lanka were recorded since at least 2020 when independent flight tracking started. U.S. deportation flights to Sri Lanka have originated in Phoenix, Arizona and Alexandria, Louisiana, with all flights landing at Colombo Bandaranaike International Airport in Colombo.

Pakistan: In July, U.S. officials conducted a single removal flight to Pakistan, bringing the total under the second Trump administration to nine flights. Prior to 2025, no removal flights to Pakistan were recorded since at least 2020 when independent tracking began. July's flight took place on a GlobalX charter plane (the first time this carrier flew to the region) departing from Fort Worth, Texas, with refueling and deportation stops in Bangor, Maine; Keflavik, Iceland; Sofia, Bulgaria and Tbilisi, Georgia prior to arriving in Pakistan. It lasted a grueling 27 hours—during which individuals remained shackled throughout flight times and all stops—before arriving in Pakistan. All U.S. deportation flights to Pakistan have landed at PAF Base Nur Khan airbase in Chakala.

GTMO: Stop for Domestic Shuffle and Removal Connection Flights

In February 2025, the Trump administration began to transfer migrants and asylum seekers—many of whom were previously in immigration detention on U.S. soil—to the Guantanamo Bay Naval Base (GTMO). As of the end of July 2026, the Trump administration conducted at least 113 flights to GTMO. Of this total, an estimated 54 flights have continued on to removal destinations after stopping at the naval base, while others have returned to the United States, serving as shuffle flights. On July 1, a domestic shuffle flight transferred individuals from GTMO to detention centers near Alexandria, Louisiana and Miami, Florida. Following this flight, our understanding is that no migrants remain detained at GTMO. However, it is unclear whether additional individuals will be transferred there from detention centers within the United States.

At GTMO, individuals are often held by military guards, with no access to in-person legal counsel, and under punitive conditions that raise significant human rights concerns. GTMO facilities reportedly have a capacity for around [200 individuals](#) and are staffed by around [550 personnel](#) – most of whom are military and DHS officials. The financial cost of detention at GTMO is estimated at [\\$100,000 per person, per day](#). Since February 2025, more than 800 people have been transferred to the naval base – with an [average stay of 14 days](#). Despite the extensive personnel, fewer than 40 people have been detained at GTMO at any given time over the past three months.

Costa Rican, Panamanian and Mexican Governments' Deportation Flights

ICE Flight Monitor also tracks deportation flights from Costa Rica, Mexico, and Panama. These countries carry out routine removal flights that are of relevance to U.S. immigration policy.

Costa Rican Government's Deportation Flights

In July, ICE Flight Monitor did not track any deportation flights conducted by the Costa Rican government. Since March 2026, following a binational cooperation agreement with the United States, the Costa Rican government has conducted two deportation flights funded by the U.S. government: in March and June 2026. These flights primarily returned Colombian and Ecuadoran nationals to their respective countries. However, 33 nationals from Panama, China, India, South Africa, Jamaica, Mexico, El Salvador and Honduras were flown to Panama, where further arrangements were presumably made for their return.

Panamanian Government's Deportation Flights

In July 2026, Panama carried out two removal flights, one to Nicaragua ([removing 20 Nicaraguan nationals](#)) and a single deportation flight to Colombia, [removing 41 Colombian nationals](#). The recent monthly totals of one to two flights are a significant decrease from the 12 flights conducted in October 2024. This decline closely mirrors the sharp drop in irregular crossings through the Darién Gap, where Panama's National Immigration Service reported that just [280 individuals crossed between January and June 2026](#).

The government of Panama conducts deportation flights under a [July 2024 Memorandum of Understanding with the United States](#) — the first known agreement in which the United States directly funds another country's removal operations. These flights are currently operated by Air Panama. Between August 2024 and July 2026, Panama carried out 74 U.S.-funded deportation flights, primarily to Colombia and Ecuador, with a small number of flights to India (2), Vietnam (1), and Cameroon (1).

Mexican Government's Repatriation Flights

In July 2026, ICE Flight Monitor did not track any repatriation flights conducted by the Mexican government. The Mexican government carries out removal flights (referred to as “repatriation” flights by the Mexican government, which include both forced removals and voluntary returns) to various countries in Latin America, currently operated by the airline VivaAerobus. Tracking of these flights began in mid-2021, and the scale and frequency of these operations have varied over time. In March 2023, a deadly fire at a detention center in Ciudad Juárez prompted the Mexican government to significantly reduce the number of repatriation flights. Prior to the incident, Mexico operated 30 to 40 flights per month to five countries. Since then, flight numbers have dropped to the single digits, with flights primarily carried out to Guatemala, Honduras, and Venezuela. Additionally, the Venezuelan government sends their own Conviasa planes to facilitate repatriations of Venezuelan nationals from Mexico.

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

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

Methodology:

Data is collected using several open-source flight tracking platforms that provide real-time and historical information about aircraft movements, allowing for the independent identification of flights potentially associated with immigration enforcement. Identifying flights as ICE-related or otherwise associated with immigration enforcement requires a multi-layered process. ICE Flight Monitor analyzes aircraft registration numbers, recurring flight routes, patterns of operation, and known ICE detention center and destination locations. To ensure the accuracy and integrity of the findings, ICE Flight Monitor cross-references flight data with public records, media reports, communications with attorneys and family members, and observations from trusted partner organizations.

Data Revisions and Corrections:

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

This report is available online
at humanrightsfirst.org

Appendix

Confirmed Third Country Transfer Flights (January 2025 – July 2026)

Note: In addition to the flights listed, it is understood that the administration continues to send third country nationals under the Asylum Cooperative Agreements on a monthly basis to Ecuador since January, as well as individuals to Honduras under the ACA since October. Non-Guatemalans were also sent to Guatemala outside the parameters of the ACAs. These three countries receive high volumes of routine deportation flights, making it difficult to identify which might be carrying third country nationals. For that reason, not all are included in this table.

Date	Type	Carrier	Origin City	Destination Airport	Country
2/12/2025	C-17	US Military	San Diego, CA	Panama Pacifico Int'l (BLB / MPPA)	Panama
2/14/2025	C-17	US Military	San Diego, CA	Panama Pacifico Int'l (BLB / MPPA)	Panama
2/15/2025	C-17	US Military	San Diego, CA	Panama Pacifico Int'l (BLB / MPPA)	Panama
2/20/2025	A320	GlobalX	San Diego, CA	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
2/25/2025	B737	Eastern Air Express	Yuma, AZ	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
3/15/2025	A320	GlobalX	Harlingen, TX	El Salvador Int'l (SAL / MSLP)	El Salvador
3/15/2025	A320	GlobalX	Harlingen, TX	El Salvador Int'l (SAL / MSLP)	El Salvador
3/15/2025	A320	GlobalX	Harlingen, TX	El Salvador Int'l (SAL / MSLP)	El Salvador
3/31/2025	C17	US Military	Guantanamo Bay, Cuba	El Salvador Int'l (SAL / MSLP)	El Salvador
4/13/2025	C17	US Military	Guantanamo Bay, Cuba	El Salvador Int'l (SAL / MSLP)	El Salvador
4/30/2025	B788	Uzbekistan Airways	New York, NY	Tashkent (TAS / UTTT)	Uzbekistan
7/5/2025	C-130	US Military	Ambouli, Djibouti	Juba (JUB / HJJJ)	South Sudan
7/15/2025	C-130	US Military	El Paso, TX	King Mswati III International Airport (SHO / FDSK)	Eswatini
8/16/2025	GLF5	Journey	San Antonio, TX	Kigali Int'l (KGL / HRYR)	Rwanda
8/17/2025	GLF5	Journey	Miami, FL	Kigali Int'l (KGL / HRYR)	Rwanda
9/5/2025	C17	US Military	Alexandria, LA	Kotoka Int'l (ACC / DGAA)	Ghana
9/11/2025	B763	OMNI	Phoenix, AZ	Kotoka Int'l (ACC / DGAA)	Ghana
9/18/2025	GLF4	Journey	Phoenix, AZ	Kotoka Int'l (ACC / DGAA)	Ghana
10/5/2025	GLF4	Journey	Alexandria, LA	King Mswati III International Airport (SHO / FDSK)	Eswatini
10/10/2025	A320	GlobalX	Harlingen, TX	La Aurora Int'l (GUA / MGGT)	Guatemala
10/10/2025	A320	GlobalX	Alexandria, LA	Ramon Villeda Morales Int'l (SAP / MHLM)	Honduras
10/13/2025	B762	OMNI	Phoenix, AZ	Kotoka Int'l (ACC / DGAA)	Ghana
11/7/2025	B762	OMNI	Alexandria, LA	Kotoka Int'l (ACC / DGAA)	Ghana
11/18/2025	B763	OMNI	Phoenix, AZ	Rzeszow/Jasionka (RZE / EPRZ)	Poland
11/24/2025	GLF5	Journey	Alexandria, LA	Malabo (SSG / FGSL)	Equatorial Guinea
1/14/2026	B762	OMNI	Alexandria, LA	Yaounde Nsimalen Int'l (NSI / FKYS)	Cameroon
1/19/2026	B763	Eastern	Phoenix, AZ	Jose Joaquin de Olmedo Int'l (GYE / SEGU)	Ecuador
1/22/2026	B763	OMNI	Alexandria, LA	Malabo (SSG / FGSL)	Equatorial Guinea
1/28/2026	B763	OMNI	Phoenix, AZ	Jose Joaquin de Olmedo Int'l (GYE / SEGU)	Ecuador
2/15/2026	B762	OMNI	Alexandria, LA	Douala Int'l (DLA / FKKD)	Cameroon
3/10/2026	B763	OMNI	Alexandria, LA	Chisinau International (RMO / LUKK)	Moldova
3/10/2026	B763	OMNI	Alexandria, LA	Tashkent (TAS / UTTT)	Uzbekistan
3/11/2026	GLF5	Talon Air	Phoenix, AZ	King Mswati III International Airport (SHO / FDSK)	Eswatini
3/17/2026	GLF4	Journey	Phoenix, AZ	Rzeszow/Jasionka (RZE / EPRZ)	Poland
3/17/2026	GLF5	Journey	Phoenix, AZ	Rzeszow/Jasionka (RZE / EPRZ)	Poland
4/2/2026	GLF5	Journey	Alexandria, LA	Entebbe Int'l (EBB / HUEN)	Uganda
4/11/2026	A320	GlobalX	Harlingen, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
4/16/2026	B762	OMNI	Alexandria, LA	Kotoka Int'l (ACC / DGAA)	Ghana
4/16/2026	B762	OMNI	Alexandria, LA	N'Djili Int'l (FIH / FZAA)	Dem Rep of Congo
4/17/2026	A321	GlobalX	Harlingen, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
4/22/2026	A320	GlobalX	Phoenix, AZ	Silvio Pettriossi Int'l (ASU / SGAS)	Paraguay
4/24/2026	A320	GlobalX	Harlingen, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
4/29/2026	B762	OMNI	Alexandria, LA	Malabo (SSG / FGSL)	Equatorial Guinea
4/29/2026	B762	OMNI	Alexandria, LA	Yaounde Nsimalen Int'l (NSI / FKYS)	Cameroon

Date	Type	Carrier	Origin City	Destination Airport	Country
4/30/2026	B763	OMNI	El Paso, TX	Chisinau International (RMO / LUKK)	Moldova
4/30/2026	B763	OMNI	El Paso, TX	Rzeszow/Jasionka (RZE / EPRZ)	Poland
5/14/2026	A321	GlobalX	Alexandria, LA	Panama Pacifico Int'l (BLB / MPPA)	Panama
5/15/2026	A321	GlobalX	Harlingen, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
5/19/2026	A320	GlobalX	Alexandria, LA	Robert L. Bradshaw Int'l (SKB / TKPK)	Saint Kitts & Nevis
5/20/2026	B763	Eastern	Phoenix, AZ	Silvio Pettirossi Int'l (ASU / SGAS)	Paraguay
5/20/2026	A321	GlobalX	Alexandria, LA	Panama Pacifico Int'l (BLB / MPPA)	Panama
5/20/2026	B762	OMNI	Harlingen, TX	Lungi Int'l (FNA / GFLI)	Sierra Leone
5/21/2026	B738	Eastern Air Express	El Paso, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
5/27/2026	B763	Eastern	Harlingen, TX	Kotoka Int'l (ACC / DGAA)	Ghana
5/27/2026	B763	Eastern	Harlingen, TX	Yaounde Nsimalen Int'l (NSI / FKYS)	Cameroon
5/28/2026	A320	GlobalX	Harlingen, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
6/4/2026	A321	GlobalX	Harlingen, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
6/4/2026	C17	US Military	Harlingen, TX	Ramon Villeda Morales Int'l (SAP / MHLN)	Honduras
6/5/2026	A320	GlobalX	Harlingen, TX	Panama Pacifico Int'l (BLB / MPPA)	Panama
6/6/2026	C17	US Military	Harlingen, TX	Ramon Villeda Morales Int'l (SAP / MHLN)	Honduras
6/10/2026	B763	OMNI	Alexandria, LA	Chisinau International (RMO / LUKK)	Moldova
6/11/2026	A321	GlobalX	Harlingen, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
6/12/2026	B762	OMNI	Alexandria, LA	Bangui M'Poko Int'l (BGF)	Central African Republic
6/18/2026	B763	Eastern	Alexandria, LA	Silvio Pettirossi Int'l (ASU / SGAS)	Paraguay
6/18/2026	A321	GlobalX	Harlingen, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
6/18/2026	B762	OMNI	Alexandria, LA	Lungi Int'l (FNA / GFLI)	Sierra Leone
6/18/2026	B762	OMNI	Alexandria, LA	Malabo (SSG / FGSL)	Equatorial Guinea
6/18/2026	C30J	US Military	Harlingen, TX	Ramon Villeda Morales Int'l (SAP / MHLN)	Honduras
6/19/2026	A320	GlobalX	Harlingen, TX	Panama Pacifico Int'l (BLB / MPPA)	Panama
6/25/2026	A321	GlobalX	Harlingen, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
6/25/2026	GLF4	Journey	Phoenix, AZ	Kotoka Int'l (ACC / DGAA)	Ghana
7/2/2026	A320	GlobalX	Harlingen, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
7/8/2026	GLF5	Journey	Alexandria, LA	King Mswati III International Airport (SHO / FDSK)	Eswatini
7/8/2026	GLF5	Journey	Alexandria, LA	King Mswati III International Airport (SHO / FDSK)	Eswatini
7/9/2026	A320	GlobalX	Harlingen, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
7/10/2026	A320	GlobalX	Harlingen, TX	Panama Pacifico Int'l (BLB / MPPA)	Panama
7/10/2026	A320	GlobalX	Harlingen, TX	Philip S. W. Goldson Int'l (BZE / MZBZ)	Belize
7/16/2026	A320	GlobalX	Harlingen, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
7/18/2026	A321	GlobalX	Harlingen, TX	Silvio Pettirossi Int'l (ASU / SGAS)	Paraguay
7/22/2026	CRJ2	Air Wisconsin	Harlingen, TX	Douglas Charles Intl (DOM)	Dominica
7/23/2026	B763	Eastern	El Paso, TX	Silvio Pettirossi Int'l (ASU / SGAS)	Paraguay
7/23/2026	A320	GlobalX	Harlingen, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
7/30/2026	A321	GlobalX	Harlingen, TX	Juan Santamaria Int'l (SJO / MROC)	Costa Rica
7/30/2026	A321	GlobalX	Alexandria, LA	Philip S. W. Goldson Int'l (BZE / MZBZ)	Belize
7/30/2026	GLF5	Journey	Phoenix, AZ	Malabo (SSG / FGSL)	Equatorial Guinea
7/30/2026	GLF5	Journey	Phoenix, AZ	Malabo (SSG / FGSL)	Equatorial Guinea
7/31/2026	B763	Eastern	Fort Worth, TX	Bangui M'Poko Int'l (BGF)	Central African Republic
7/31/2026	B763	Eastern	Fort Worth, TX	Kotoka Int'l (ACC / DGAA)	Ghana
7/31/2026	B763	Eastern	Fort Worth, TX	Lungi Int'l (FNA / GFLI)	Sierra Leone

1. Individuals were held at a U.S. military base in Djibouti for more than a month before being transferred to South Sudan.
2. Individuals on this route departed El Paso on a Journey GLF5, July 14th. The aircraft connected first in Ireland and then Djibouti, wherein a military aircraft completed the last removal flight leg to Eswatini.

U.S. Immigration Enforcement Flights by ICE Air Carrier (2026)

Carrier	January	February	March	April	May	June	July
Air Wisconsin	58	148	226	418	503	543	658
Avelo	194	42	0	0	0	0	0
Big Horn	96	137	84	14	0	0	0
CSI Aviation	116	128	121	3	0	0	0
Eastern	35	45	54	61	67	50	73
Eastern Air Express	426	384	496	440	387	431	482

Carrier	January	February	March	April	May	June	July
GlobalX	485	531	475	527	702	643	702
Journey	14	18	39	26	12	11	23
Key Lime	265	229	212	209	211	137	167
OMNI	74	36	54	39	40	29	13
Talon Air	0	0	12	12	12	23	12

U.S. Immigration Enforcement Flights by City (as of July 2026)

Totals include inbound Shuffle Flights, Removal Flights, and Removal Related Flights (fuel stops and connections).

City	2025 (Full Year)	Jan 26	Feb 26	Mar 26	Apr 26	May 26	Jun 26	Jul 26
Abidjan, Cote d'Ivoire	1							
Abilene, TX	30					7	11	11
Accra, Ghana	13	1	2	3	4	1	6	1
Addis Ababa, Ethiopia					1			
Aguadilla, Puerto Rico	2							
Akron, OH					4	26	29	35
Albuquerque, NM	18					3	2	1
Alexandria, LA	2000	254	301	293	284	306	288	344
Algiers, Algeria					1			
Allentown, PA								2
Amarillo, TX			4	1	1	1	2	
Amman, Jordan	2							
Amritsar, India	3							
Anchorage, AK	3	2		6		3	2	3
Angola	6						1	
Asheville, NC								1
Athens, Greece	1							
Atlanta, GA	19							8
Austin, TX		1		1	1		1	1
Bakersfield, CA	15					2	15	21
Baltimore, MD	46	14	15	12	9	7	4	
Bamako, Mali	3		1					
Bangkok, Thailand				1		1		
Bangor, ME	1	3	2	2	1			2
Bangui, Central African Republic							1	1
Banjul, Gambia	2			1				1
Barbados/Bridgetown, Barbados	2							
Basseterre, Saint Kitts and Nevis	1					1		
Baton Rouge, LA				1				
Bedford, MA	124	13	10	11	12	13	15	13
Belize City, Belize	3			1		1	1	2
Belo Horizonte, Brazil	22	3	4	4	5	4	4	4
Birmingham, AL	1							
Bishkek, Kyrgyzstan	1	1						
Bissau, Guinea	1							
Bogotá, Colombia	89	5	10	11	12	8	9	12
Boise, ID	5	1						2
Boston, MA	1							
Brazzaville, Congo				1				
Brownsville, TX	6	2						
Bucharest, Romania	11	1		1	1		1	1
Budapest, Hungary								1
Buenos Aires, Argentina	6		1					
Buffalo, NY	89	9	9	8	5	8	4	5
Cairo, Egypt	6	1		1				
Callao, Peru	45	4	4	4	3	4	4	6
Campeche, Mexico							4	3
Cap-Haitien, Haiti	11	1	1	1	1	1	1	1
Casablanca, Morocco	1				1			
Cedar City, UT								1
Chaklala, Pakistan	5	1		1		1		1
Charleston, WV	2	9	6					
Charlotte, NC	21							

City	2025 (Full Year)	Jan 26	Feb 26	Mar 26	Apr 26	May 26	Jun 26	Jul 26
Chicago, IL		1						
Chisinau, Moldova				1	1		1	
Chitose, Japan				1		1		
Colombo, Sri Lanka	1		1					1
Colorado Springs, CO							1	
Columbus, GA	145	14	14	14	16	13	13	20
Comayagua, Honduras	24							
Conakry, Guinea	5			1	1	1		
Cotonou, Benin	3		1					
Dallas, TX	159	16	19	18	24	29	20	23
Delhi, India	12	2	2	2	2			
Denver, CO	137	12	12	14	14	17	14	18
Detroit, MI	11					1		2
Dhaka, Bangladesh	6	1	1		1			1
Diass, Senegal	46	5	5	10	11	10	8	10
Doha, Qatar	9	4	5					
Douala, Cameroon			1					
Dover, DE	1							
Dushanbe, Tajikistan	1			1				
Ekibastuz, Kazakhstan	2							
El Centro, CA	1							
El Paso, TX	1060	140	103	79	96	111	133	157
Entebbe, Uganda					1			
Everglades City, FL	2							
Fairbanks, AK								2
Fayetteville, AR	1				1			
Fort Myers, FL						1		
Fort Smith, AR						1		
Fort Worth, TX								1
Fortaleza, Brazil	13							
Fuzhou, China	3			1				
Gadsden, AL		13	26	22	12	16	18	17
Gainesville, FL								1
Gary, IN	95							
Glasgow, Scotland	1							
Great Falls, MT							1	1
Greensboro/High Point, NC	3		1					
Greer, SC							1	
Guam	1	3	1	2		3	2	2
Guantanamo Bay, Cuba	91	3	2	5	2	2	2	1
Guatemala City, Guatemala	532	45	46	49	42	48	40	63
Guayaquil, Ecuador	96	8	8	8	8	8	9	9
Hanoi, Vietnam	9	1		1		1	1	1
Harare, Zimbabwe	1							
Harlingen, TX	1468	242	226	229	151	151	125	145
Harrisburg, PA	45	1				2	3	6
Havana, Cuba	12		2	1	1	1	1	
Honolulu, Hawaii	3	2		1				2
Houston, TX	238	93	74	68	40	31	31	32
Huatulco, Mexico							3	4
Huntsville, AL		1						
Ikeja, Nigeria	8	1	1		1		1	
Indianapolis, IN	59	15	14	13	13	13	14	17
Jacksonville, FL	197	22	23	25	26	28	32	43
Jasionka, Poland	2			2	1	1	2	
Johannesburg, South Africa	1			1				2
Juba, South Sudan	1							
Kansas City, MO	106	10	4	7	11	13	13	15
Kathmandu, Nepal	6	1	1		1			
Keflavik, Iceland								2
Kigali, Rwanda	2							
Killeen, TX	123	64	62	80	94	92	87	87
Kingston, Jamaica	17	2	2	2	3	2	2	2
Kinshasa, Dem Rep of Congo	2			1	2			

City	2025 (Full Year)	Jan 26	Feb 26	Mar 26	Apr 26	May 26	Jun 26	Jul 26
Knoxville, TN	6					5	3	9
Kuwait City, Kuwait	1	1						
La Crosse, WI					1	2		
Lafayette, LA	2					1		
Lake City, FL	44	12	14	17	12	14	15	12
Laredo, TX	41						1	
Las Cruces, NM								1
Las Vegas, NV	124	11	13	11	4	8	8	10
Little Rock, AR	2						2	
Lod, Israel		1	1				1	
Lome, Togo	3			1			1	
Louisville, KY				1				
Lungi, Sierra Leone	4	1	1			1	1	1
Luque, Paraguay					1	1	1	2
Lusaka, Zambia	1						1	
Maiquetia, Venezuela	76	7	12	11	11	12	9	
Malabo, Equatorial Guinea	1	1			1		1	2
Managua, Nicaragua	67	10	8	8	9	9	7	9
Manaus, Brazil	2							
Maputo, Mozambique	1							
Marigot, Dominica								1
Marrakech, Morocco					1			
Marshall Islands	2							
Memphis, TN	1		1	10	13	14	14	14
Mercer, NJ	49							
Merida, Mexico							4	6
Mexico City, Mexico	30					16	2	9
Miami, FL	413	30	46	46	42	62	52	57
Milwaukee, WI		15	33	19	25	27	22	25
Minneapolis, MN	98	52	24	10	8	9	9	9
Mission, TX	5							
Mobile, AL				2				
Monroe, LA	1				1	1		
Monrovia, Liberia	8	1		2	1			1
Morelia, Mexico							4	3
Moscow, Russia	3	1		1				
Mswatini	2			1				2
Nairobi, Kenya	10			1	3	2		
Nashville, TN	27	12	11	2				2
Nassau, Bahamas	14	2	2	2	3	3	1	1
N'Djamena, Chad	3		1					
New Orleans, LA	6					1	1	
New York, NY	3							
Newark, NJ	206	30	24	18	13	13	14	15
Newport News, VA		1						
Niagara Falls, NY	2							
North Platte, NE	1							
Nouakchott, Mauritania	9			1				
Nsimalen, Cameroon	5	1			1	1		
Ochopee, FL	26	3	20	30	26	17	8	
Oklahoma City, OK	13						3	7
Omaha, NE	80	9	8	9	8	9	9	9
Ontario, CA	1							
Oranjestad, Aruba	1							
Orlando, FL	5		1					
Ouagadougou, Burkina Faso	2				1	1		
Panama City, Panama					2			
Panama Pacifico, Panama	3					2	2	1
Philadelphia, PA	1	1						
Phnom Penh, Cambodia	2	1		1		1	1	
Phoenix, AZ	640	91	85	93	97	92	80	84
Piarco, Trinidad and Tobago	4			1				
Pittsburgh, PA				2			1	
Plattsburgh, NY	2							

City	2025 (Full Year)	Jan 26	Feb 26	Mar 26	Apr 26	May 26	Jun 26	Jul 26
Port Bouet, Cote d'Ivoire	3					1		
Port-au-Prince, Haiti	1							
Portland, ME	2							
Portsmouth, NH	25	5	3	4				
Presque Isle, ME	1							
Pristina, Kosovo	1							
Punta Europa, Equatorial Guinea	1							
Punta Gorda, FL							6	13
Raleigh, NC	1							
Reno, NV	38	6	4	4	4	5	4	4
Richmond, VA	128	13	12	13	13	12	16	25
Riverside, CA	2							
Saint Croix	6							
Saint Lucia	3							
Saipan Island, MP								1
Salt Lake City, UT	99	12	13	12	9	8	11	13
San Angelo, TX					1			
San Antonio, TX	235							
San Diego, CA	272	26	24	31	25	26	25	27
San Jose, Costa Rica	17	2	2	3	4	3	4	5
San Juan, Puerto Rico	90	11	5	13	10	7	14	3
San Luis Potosi, MX								1
San Pedro Sula, Honduras	454	41	37	44	36	39	43	46
San Salvador, El Salvador	175	14	12	15	13	12	17	18
Santiago Is, Cape Verde	1							
Santiago, Chile	9	1	1	1	1	1		1
Santo Domingo, Dominican Republic	45	4	4	5	4	4	5	4
Sarajevo, Bosnia & Herzegovina								1
Sarasota, FL							1	
Seattle, WA	116	13	12	12	13	12	11	15
Seoul, South Korea	2			2				
Shannon, Ireland	2	2	2	2	2			2
Shreveport, LA	1		1			1	1	
Simal, Azerbaijan	3							
Sofia, Bulgaria	4	4	4	1	1		1	2
Springfield, MO	35	9	8	8	8	8	7	11
St. George, UT					7	10	11	7
St. John's, Antigua and Barbuda	1							
St. Louis, MO	1		1					
State College, PA	2	2	2	2	28	25	23	25
Suffolk, England	3							
Tallahassee, FL	2			2	5	3	5	4
Tampa, FL	41	15	16	14	11	9	10	14
Tapachula, Mexico	117	9	8	11	34	49	40	45
Tashkent, Uzbekistan	5	1		1		1	1	
Tbilisi, Georgia	5			1		1		1
Tehran, Iran	2	1						
Teterboro, NJ		2	2		1			
Timehri, Guyana	1				1			
Tirana, Albania	6	3	2	4	1		1	2
Toledo, OH	27							
Topeka, KS	1							
Tucson, AZ	9							
Tulum, Mexico						9	11	15
Tuscaloosa, AL		5	12	10	8	9	9	9
Twin Falls, ID					7	8	9	9
Varna, Bulgaria				1				
Victorville, CA	132	15	13	13	15	17	13	17
Vientiane, Laos	6	1		2		1	1	1
Villahermosa, Mexico	145	8	8	14	34	34	44	42
Washington, DC	1							1
Wichita, KS	2							
Willemstad, Curacao			9	8	4	12	7	
Wrightstown, NJ	3							
Yakima, WA	9						3	1
Yangon, Myanmar				1		1		
Yerevan, Armenia	2	1				1		1
Yigo, Guam				1				
Youngstown, OH	386	43	42	36	21			
Ypsilanti, MI	79	12	13	15	15	17	14	20
Yuma, AZ	17							