

DOCUMENTARY RECORD

Signature Aviation and ICE Deportation Flights

A documentary record · Compiled June 15, 2026 · Sources: sworn federal court testimony, correspondence obtained through public-records requests, public pension-board records, and Signature Aviation's own operational emails.

Summary

Signature Aviation is a fixed-base operator (FBO) that fuels and services private and charter aircraft at airports across the United States. Among the flights it services are charter flights operated for U.S. Immigration and Customs Enforcement (ICE) to deport detainees. The record assembled here establishes three things:

- 1. Signature services ICE deportation flights and knows that it does.** Signature's own staff identify, schedule, and accommodate flights they label internally as “ICE” missions.
- 2. Signature can refuse ICE work — and once did.** In 2019, Signature Aviation refused to service ICE Air flights at Boeing Field, a fact established under oath by ICE officials in federal court.
- 3. Public pension funds own Signature through a private-equity fund, and the denials made to those funds are contradicted by Signature's own records.**

1. Signature knows the flights are ICE flights

Signature's operational correspondence repeatedly identifies ICE charter flights by name — scheduling them, requesting gates for them, and arranging ground support for them.

Boeing Field, Seattle (King County International Airport)

On May 30, 2025, Signature's Boeing Field office emailed King County airport operations with an “ICE Update,” reporting that a “previously cancelled ICE flight” had been re-added and requesting a gate. The airport's duty manager replied that Signature's practice of listing “ICE FLT” in the reservation details “is very helpful” for tracking the flights.

GlobalX charter booking via Signature

In January 2025, the charter carrier Global Crossing Airlines (GlobalX) sent Signature's Boeing Field office a “24 HRS RECONFIRMATION — ICE MISSION” for flights GXA6156/GXA6157 (tail N966AD), and Signature's customer-service and duty managers coordinated gate space for “the rescheduled ICE flight.” Billing for the mission ran through CSI / AEG Fuel.

Hanscom Field, Bedford, Massachusetts (to MassPort)

On September 5, 2025, Signature's Bedford general manager emailed the Massachusetts Port Authority's Hanscom Field director with “the info we received on the ICE charter flights scheduled for this afternoon and tomorrow afternoon,” identifying the operator as Avelo Airlines flying a Boeing 737-800.

Laredo, Texas — daily ICE access

A Signature duty manager forwarded a request to grant two named DHS ICE agents standing badge access to the airport movement area, noting they “come in our facility on a daily basis.”

See Exhibit B — *Signature's Own Words: Internal Communications on ICE Flights* for full transcriptions.

2. Signature can refuse ICE work — and once did

In *United States v. King County* (U.S. District Court, Western District of Washington, No. 2:20-cv-203), the U.S. Department of Justice answered discovery under penalty of perjury. The answers were verified by two ICE officials on April 29, 2020. They state:

*“On May 2, 2019, Classic Air Charter reported that the following fixed base operators at Boeing Field refuse to provide services for ICE Air flights: Modern Aviation (formerly Clay Lacy), **Signature Aviation**, and Ken-Moore Aero.”*

ICE then tried Paine Field, Bellingham, and Seattle-Tacoma “without success,” and was forced to relocate its Northwest flights to Yakima — adding, by ICE’s own account, at least six hours of travel per flight plus additional buses, officers, and costs. The refusal was both possible and operationally significant. (Note: Signature Aviation is named in its own right; it is a separate company from Clay Lacy / Modern Aviation.)

See Exhibit D — *Sworn Federal Testimony: Signature Aviation Refused ICE (2019)*.

3. The money: public pensions own Signature through GIP IV

In 2021, Signature Aviation was taken private by a partnership of Blackstone, Global Infrastructure Partners (GIP), and Cascade Investment LLC. The roughly 70% share held by Blackstone and GIP was packaged into two private-equity offerings — Blackstone Infrastructure Partners and the larger Global Infrastructure Partners IV (GIP IV). Signature Aviation makes up about 12% of GIP IV (\$3.003B of \$24.994B).

Because public pension systems invest in GIP IV, they hold an indirect stake in Signature. The Worcester (MA) Retirement System is a documented example: it owns 0.07% of GIP IV — about \$15.56 million — implying roughly \$1.9 million of Signature exposure. Signature is reported to service ICE flights at about a dozen U.S. airports, and at least 114 ICE flights were documented departing Hanscom Field in 2025.

4. The denial — and who actually wrote it

When Worcester City Councilor Etel Haxhij asked the Worcester Retirement Board to divest, the board’s investment consultant, Meketa Investment Group, relayed a statement attributed to GIP/BlackRock: that Signature “has no direct contracts with” ICE and “must indiscriminately support flight operations.” The board’s own minutes then recorded that “Signature Aviation would not know” whether ICE was aboard and “does not have a contract with ICE.”

The correspondence shows where that language came from. Meketa’s consultant drafted the exculpatory paragraph — “Signature does not necessarily have knowledge of the end users of planes it services” — and sent it to the pension office, whose director adopted it (“AH this is much better worded, thank you”). In other words, the “no knowledge / no contract / must serve everyone” defense was authored by the investment manager, not by Signature — and it is contradicted by Signature’s own ICE-labeled emails and

by its documented 2019 refusal.

See Exhibit C — *Worcester Retirement System: Pension Exposure and the Divestment Question*.

Exhibit index

Exhibit	Document	Origin
A	This documentary record (overview)	Compiled
B	Signature's Own Words: Internal Communications on ICE Flights	Operational emails (records request)
C	Worcester Retirement System: Pension Exposure & the Divestment Question	Public-records request / board records
D	Sworn Federal Testimony: Signature Aviation Refused ICE (2019)	U.S. v. King County, No. 2:20-cv-203
E	Landing-Fee Records: CSI Aviation / ICE Charters (San Diego, 2025)	FBO monthly landing-fee reports

This record was assembled for public advocacy. Every factual claim is drawn from the cited primary sources. Personal email addresses and phone numbers have been redacted; names and titles of public officials and company personnel acting in their official capacity are retained.