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CITY OF CHICAGO
CITY COUNCIL

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CITY HALL, ROOM 17
121 NORTH LASALLE STREET
CHICAGO, ILLINOIS 60602
PHONE: 312-744-6858

COMMITTEE MEMBERSHIPS

IMMIGRANT AND REFUGEE RIGHTS
(CHAIRPERSON)
TRANSPORTATION AND PUBLIC WAY
(VICE-CHAIRPERSON)

BUDGET AND GOVERNMENT OPERATIONS

COMMITTEES AND RULES

ETHICS AND GOVERNMENT OVERSIGHT

FINANCE

FINANCE: SUBCOMMITTEE ON REVENUE

PUBLIC SAFETY

WORKFORCE DEVELOPMENT

July 31, 2026

SUPPLEMENTAL DOCUMENTS

COMMITTEE ON IMMIGRANT AND REFUGEE RIGHTS
SUBJECT MATTER HEARING / COMMITTEE MEETING
HELD JULY 17, 2026 AT 10:15 AM

ITEMS

1. July 17 2026 Committee Meeting Notice
2. July 17 2026 Committee Meeting Agenda of Matters
3. June 2026 Monthly Rule 45 Report
4. IMRR Presentation: City Council Committee on Immigrant and Refugee Rights Hearing, July 17, 2026
5. Street Vendors Association Statement
6. CCPSA Statement
7. Inside ICEAir: Flight Attendants on Deportation Planes Say Disaster Is "Only a Matter of Time," ProPublica
8. "ICE Deportation Flights Are Getting Longer and Crueler," Mother Jones
9. OMNI ICE for Chicago Flight Lists
10. "Parking meter hearing delayed amid debate over Stonepeak deal," Crains Chicago Business

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June 18, 2026

NOTICE OF MEETING

Notice is hereby given that the Chicago City Council
Committee on Immigrant and Refugee Rights

will hold a meeting on **Friday, July 17, 2026 at 10:15 AM**
in the **201A, 2nd Floor, City Hall, 121 North LaSalle Street - Chicago, IL 60602**

Votes may be taken.

Written public comment on any of the items listed on the Agenda
will be accepted at CIRR@cityofchicago.org
until 10:15 AM on Thursday, July 16, 2026.

Copies of the Agenda of Matters to be considered at this meeting will be made
available electronically on the [Chicago City Clerk's website](#).

Sincerely,

Andre Vasquez, Jr., Chair
Committee on Immigrant and
Refugee Rights

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**AGENDA OF MATTERS
CONSIDERED
BY THE
Committee on Immigrant and Refugee Rights
Friday, July 17, 2026
10:15**

201A, 2nd Floor, City Hall, 121 North LaSalle Street - Chicago, IL 60602

Roll Call(s)

Quorum

Attendance

Monthly Rule 45 Report

Approval of the June 2026 Rule 45 Report

Subject Matter Hearing

1. Investigation process for DHS violations in Chicago, and how DHS-related Mayoral executive orders are being operationalized
2. Chicago Police Department enforcement of street vendor violations and related detainments and deportations
3. Proposed sale of Chicago Parking Meters to Stonepeak Partners, and their related financial interest in Omni Air International, facilitator of ICE deportation flights

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COMMITTEE ON IMMIGRANT AND REFUGEE RIGHTS MONTHLY RULE 45 REPORT JUNE 2026

Pursuant to Rule 45 of the City of Chicago Rules of Order, the **Committee on Immigrant and Refugee Rights** submits the following Monthly Report for June 2026.

REFERRED MATTERS

1. [R2026-0025433](#)

REPORTS AND MATERIALS RECEIVED BY THE COMMITTEE

1. June 11 2026 Committee Meeting Notice
2. June 11 2026 Committee Meeting Agenda of Matters
3. [R2026-0025433](#)
4. "History & Current State of Deferred Action for Childhood Arrivals (DACA)," NIJC
5. THE DREAM US Presentation
6. Testimony of Susana Salgado

WRITTEN PUBLIC COMMENT

The Committee received no public comments.

COMMITTEE MEETING: JUNE 11, 2026

On June 11, 2026 at 10:15 AM, the Committee on Immigrant and Refugee Rights held a Committee Meeting in 2nd Floor City Council Chambers.

ROLL CALL

A quorum was established.

The following members were present: Chair Vasquez (40), Alderperson Dowell (3), Alderperson Rodriguez (22), Alderperson Taliaferro (29), Alderperson Cruz (30), Alderperson Cardona (31), Alderperson Rodriguez-Sanchez (33), Alderperson Manaa-Hoppenworth (48)

The following members requested and were granted a virtual option to attend via Rule 59:
Aldersperson Gutierrez (14)

The following members were not present: Vice Chair Taylor (20), Aldersperson Fuentes (26), Aldersperson Quezada (35), Aldersperson Knudsen (43), Aldersperson Hadden (49)

PUBLIC COMMENT

The following public speakers were each given three minutes to provide their testimony:

- George Blakemore
- Nora Rowely
- Daniela Ortiz
- Claudia Marchan
- Carolina Cifuentes
- Peter Zigterman
- Kevin Amoro
- Tiwon Sims
- Any Huamani
- Maeve Eldir

THE COMMITTEE ADDRESSED THE FOLLOWING ITEMS

MONTHLY RULE 45 REPORT

1. Approval of the May 2026 Rule 45 Report
Recommended to Pass: Passed by the Committee

RESOLUTIONS

The following speakers provided testimony in support of the resolution below:

- Susana Salgado, Director of Youth Program at Centro Romero
- Cecelia Mendoza, Associate Director of Government Relations at National Immigrant Justice Center
- Sofia Chunga Pizarro, Program Coordinator, Illinois Coalition for Immigrant and Refugee Rights
- Gaby Pacheco, President of The DREAM US and Dr. Hyein Lee, COO from The DREAM US

The following resolution was then voted upon:

- [R2026-0025433](#), Expression of support for preservation and expansion of Deferred Action for Childhood Arrivals (DACA) program protections
Recommended to Pass by Committee: Passed By Committee

A complete recap of the meeting can be found at
<https://vimeo.com/showcase/8928487?video=1200250847>

ADJOURNMENT

Chairman Vasquez asked for a motion to adjourn. Alderperson Rodriguez-Sanchez so moved. Hearing no objections, Chairman Vasquez adjourned the meeting.

Public Comment CIRR July 17 Meeting

From Michael Bienenstock <michaelbienenstock9@gmail.com>

Date Fri 7/3/2026 1:52 PM

To CommitteeonImmigrantandRefugeeRights <CommitteeonImmigrantand.RefugeeRights@cityofchicago.org>

Cc Michael Bienenstock <michaelbienenstock9@gmail.com>

 1 attachment (44 KB)

chicago refugee and immigrant letter.docx;

[Warning: External email]

I am attaching a proposal for the Chicago meeting on immigration. To be transparent, I am not from Chicago. However, I do have contact with the Syrian Refugee Organization in Chicago. I also use AI to help me organize my plans. I presented a comprehensive plan since it is not enough to simply complain about the issue.

I simply feel I cannot stand by and watch so many lives ruined.

I can be reached at michaelbienenstock9@gmail.com

To the Members of the Committee,

Introduction: My name is Michael Bienesstock, and I am a retired teacher. My ancestors immigrated from Poland, Ukraine, and Lithuania in the late 1890s. During World War II, some of my relatives perished in the Holocaust. I am also the author of *Love and Hope Have No Borders: An Interfaith Story* about a Jewish man who falls in love with a Muslim nurse in a Syrian Refugee camp. This book was partly inspired by my father, who attended school in both Israel and Lebanon and served in the U.S. Army in Egypt.

I am writing this letter in support of immigrants. I also offer a comprehensive plan to resolve immigration problems. The scale of global displacement today is unprecedented, and the moral, economic, and historical reasons for welcoming newcomers are clearer than ever.

Introduction

More than **280 million people worldwide** live outside their country of birth, according to the United Nations. The United States remains one of the largest destinations, with **over 46 million foreign-born residents**, making up roughly **14% of the national population**. In Chicago alone, more than **1.7 million residents** are immigrants or the children of immigrants, forming one of the most diverse and economically vital metropolitan communities in the country. These figures are widely reported by organizations such as the UN, Pew Research Center, and the U.S. Census Bureau; I encourage the Committee to confirm them with trusted sources.

It is also important to recognize that the United States is, fundamentally, a nation of immigrants. With the exception of Native Americans, nearly every family in this country traces its roots to migration—whether voluntary or forced. Immigration is not an anomaly in American life; it is the foundation of it.

For refugees and asylum seekers, the stakes are even higher. When we deny entry or forcibly return individuals to their home countries—or redirect them to nations unable to guarantee their safety—we are not simply delaying their hopes. We are effectively condemning them to danger, instability, and in many cases, life-threatening conditions. The principle of non-refoulement exists for this reason: sending people back to harm is incompatible with the values the United States claims to uphold. Today, the government is designating the home country as the problem rather than looking at the individual who seeks asylum.

Additionally, many undocumented immigrants already living in the United States are deeply woven into the fabric of our communities. They work long hours, contribute billions in taxes, support local economies, raise families, and participate in civic life. Their labor sustains industries ranging from agriculture to construction to hospitality. Their presence is not a burden; it is a source of strength. Creating humane, realistic pathways to legal status would acknowledge the contributions they already make and allow them to participate fully and safely in the society they help build.

The United States has always been strongest when it chooses compassion over fear, opportunity over exclusion, and humanity over political convenience. I urge the Committee to expand refugee admissions, streamline asylum processing, and create fair, accessible legal pathways for immigrants who are already contributing to our communities. These actions are not only morally necessary—they are economically and historically aligned with the nation we aspire to be.

A Historical contrast.

Franklin D. Roosevelt is dutifully recognized as playing a major role in defeating the Nazis. Yet people do not often judge him for his stance on immigration of the Jewish people.

His administration did not allow most European Jews to enter the United States during the 1930s and early 1940s because of a combination of political pressure, restrictive immigration laws, widespread antisemitism, economic fears, and national-security anxieties. Historians widely agree that these factors—working together—resulted in the U.S. admitting only a fraction of the people who were desperately trying to escape Nazi persecution. You should confirm details with trusted historical sources such as the U.S. Holocaust Memorial Museum, the National Archives, or major academic historians.

The U.S. immigration system at the time was governed by the 1924 Immigration Act, which set extremely low quotas for immigrants from Eastern and Southern Europe—regions where most European Jews lived. These quotas were not increased even as the Nazi threat grew. The State Department often under filled the quotas, adding extra layers of bureaucracy that slowed or blocked applications.

This was not a policy created by FDR, but his administration chose not to challenge it.

Widespread antisemitism and xenophobia in the U.S. (just as there are today)

Public opinion in the 1930s was strongly opposed to admitting refugees, especially Jews. Polls from the era show that **over 60% of Americans** opposed allowing more Jewish immigrants. Antisemitic stereotypes and conspiracy theories were common in newspapers, churches, and political speeches. Many Americans believed Jews would “take jobs” or “change American culture.”

FDR was a politician deeply attuned to public opinion, and he rarely took positions that risked major political backlash.

Economic fears during the Great Depression

The U.S. was still recovering from the Depression. Many Americans feared that immigrants would compete for scarce jobs, and Labor unions and some business groups opposed refugee admissions for economic reasons.

FDR’s administration worried that opening immigration would trigger political and economic resistance at a fragile moment.

National-security concerns during WWII

After the war began, the State Department—especially officials like Breckinridge Long—argued that refugees might include “enemy agents.” These claims were not supported by evidence, but they were used to justify slowing or blocking visas. Security fears became a convenient political cover for restrictive policies.

Bureaucratic obstruction inside the State Department

Historians have documented that certain officials intentionally made the process harder. They added paperwork requirements, delayed approvals. And instructed consulates to “postpone” or “suspend” visa processing.

This meant that even people who technically qualified under the quota system were often denied.

FDR’s political calculations

FDR did take some actions to help refugees—such as allowing some temporary visas and supporting limited rescue efforts—but he **never pushed Congress** to expand quotas or create a large-scale refugee program.

Most historians conclude that: He feared political backlash, prioritized domestic stability and wartime unity, and did not see refugee rescue as a central wartime objective.

A tragic example: The MS *St. Louis*

In 1939, the MS *St. Louis*, carrying more than 900 Jewish refugees, was denied entry to the U.S. after Cuba refused them.

- The ship was forced back to Europe.
- Many passengers later died in the Holocaust.

This event has become a symbol of U.S. inaction.

Partly, as a result of these actions, 9 million people were killed by the nazis which included six million Jews. Sednign some immigrants back to their home or other country will surely result in their deaths.

All of this parallels what is happening today with immigrants regardless of the country they come from.

A Comprehensive Plan.

A Plan for Illinois and Chicago.

Illinois and Chicago have been on the front lines of America’s immigration story. From the buses arriving from the southern border to the shelters stretched beyond capacity, our state and city have seen both the human need and the logistical strain up close. We’ve responded with compassion—expanding shelter beds, coordinating services, and building new systems to support new arrivals and longtime residents experiencing homelessness.

But compassion alone is not enough. We need **structure**. We need a model that is fair, lawful, and sustainable—one that helps migrants become contributing members of our communities instead of leaving them stuck in limbo.

Illinois and Chicago are uniquely positioned to pioneer such a model: **state–city integration campuses** that provide temporary housing, legal orientation, and employment pathways on repurposed state or federal properties, including portions of underused military or training facilities. This would not be a detention system. It would be a **transition and training system**—a bridge from arrival to full participation in civic and economic life. This plan could also be done at the federal level.

Building on what Illinois and Chicago already started

In recent years, the State of Illinois and the City of Chicago have worked together to unify shelter systems and better serve both new arrivals and residents experiencing homelessness. That collaboration shows something important: when state and city leaders coordinate, we can create systems that are more equitable, efficient, and humane.

Integration campuses would be the next step in that evolution. Instead of scattering services across dozens of sites, Illinois and Chicago could create **purpose-built campuses** where migrants:

- Live in safe, supervised housing
- Receive medical and mental health care
- Learn English and basic U.S. law
- Understand their rights and responsibilities
- Prepare for work in local industries

This is not about separating migrants from the rest of society. It’s about **preparing them** to join it successfully.

Partnering with Illinois employers to fill real workforce needs

Illinois has deep roots in manufacturing, logistics, food processing, health care, and emerging tech. Many employers struggle to find enough workers. Integration campuses could become **talent pipelines** for these industries.

Companies could partner with the state and city to:

- Offer paid training and apprenticeships on or near the campuses
- Teach job-specific skills—welding, HVAC, logistics, food service, coding, and more
- Hire successful participants into long-term positions once they transition into the community

Workers would be protected by Illinois and federal labor laws, paid fair wages, and supported by case managers and social workers. Employers would gain reliable, trained employees. Communities would gain new neighbors who arrive with skills, structure, and support.

Respecting Chicago’s Welcoming City values while restoring order

Chicago’s Welcoming City policies are built on a simple principle: people should not live in fear of seeking services or calling the police because of their immigration status. Integration campuses would honor that principle while adding something we urgently need—**predictable pathways and clear expectations**.

Participants would:

- Be informed of their legal options and obligations
- Receive help navigating asylum, humanitarian parole, or other lawful pathways
- Be evaluated on engagement, behavior, and progress
- Move forward toward more stable status if they meet the standards

Those who commit serious violent acts would face due process under existing law. No one would be deported by administrative whim. The rule of law would apply, as it should, to everyone.

A state–city model that makes fiscal sense

Illinois and Chicago have already spent hundreds of millions responding to emergency migration. Much of that money has gone to short-term fixes: temporary shelters, emergency services, and crisis management.

Integration campuses would be **planned investments** rather than emergency expenditures. By consolidating housing, services, and training in a few well-designed sites, the state and city could:

- Reduce duplication of services
- Improve coordination among agencies and nonprofits
- Create clearer timelines for shelter stays and transitions
- Generate long-term economic benefits through workforce participation

This is not about spending more; it’s about spending **smarter**.

A chance for Illinois and Chicago to lead the nation

Illinois and Chicago have a long history of welcoming newcomers—from European immigrants in the early 20th century to today’s arrivals from Latin America, Africa, Asia, and beyond. We know how to build communities out of diversity. We know how to turn struggle into opportunity.

By creating integration campuses, Illinois and Chicago could offer the country a new model: one that is **firm but fair, structured but compassionate**, and deeply rooted in our shared belief that people can grow, learn, and contribute when given a real chance.

They often say that Chicago is a city of neighborhoods, and Illinois is a state of communities. The question before us is whether we will invite new arrivals into those communities with intention and clarity—or leave them to navigate chaos on their own.

A campus-based integration system would send a powerful message:

Next I present a Federal plan

Program overview

Name: Federal Integration Campus Program (FICP) **Purpose:** Repurpose selected, non-critical portions of U.S. military installations into civilian-run integration campuses that provide: The Federal Integration Campus Program (FICP) establishes a lawful, humane, and economically productive system for managing migrant intake by repurposing selected, non-critical portions of U.S. military installations into civilian-run integration campuses. These campuses provide temporary housing, legal orientation, employment training, and structured pathways toward lawful permanent residency and eventual citizenship. The program is designed to enhance national security, reduce strain on local jurisdictions, and support workforce development while upholding constitutional protections and due process.

Section 1 — Legislative Authority

Congress shall authorize the FICP through a dedicated statute under the following authorities:

- Homeland Security Act of 2002 (expanded authority for DHS to manage migrant intake and integration).
- Economy Act (31 U.S.C. §1535) enabling interagency support between DoD and DHS.
- Immigration and Nationality Act (INA) amendments establishing a new “FICP Conditional Residency Category.”
- Appropriations Act establishing annual funding for capital and operational costs.
- Labor and Workforce Innovation Act provisions enabling federal–corporate apprenticeship partnerships.

The legislation will provide:

- Temporary housing for migrants in legal proceedings
- Legal and civic orientation toward lawful status and eventual citizenship
- Employment and skills training via corporate and nonprofit partnerships
- Continuous, humane evaluation and support
- Clear pathways to lawful permanent residency and, later, citizenship

All operations are civilian-led, with the Department of Defense (DoD) acting only as landlord and logistics provider.

Legal and governance framework

Lead agencies

- Department of Homeland Security (DHS): Overall program authority; intake, security, and immigration proceedings.
- U.S. Citizenship and Immigration Services (USCIS): Legal status processing, green cards, and naturalization.
- Department of Health and Human Services (HHS): Health care, mental health, social services.
- Department of Labor (DOL): Labor standards, apprenticeships, workplace protections.
- Department of Defense (DoD): Provides land, utilities, and base-adjacent infrastructure; no direct role in migrant supervision.

Key legal pillars

- Use of bases: Authorized via interagency agreements (e.g., Economy Act, Defense Support of Civil Authorities).
- Due process: No automatic deportation; all removal decisions follow existing immigration law and court processes.
- Non-discrimination: Equal treatment regardless of nationality, ethnicity, or religion.
- Labor law compliance: All work is paid, taxed, and protected under federal and state labor laws.
- Independent oversight: Inspector General reviews, congressional reporting, and civil society advisory boards.

Campus design and operations

Physical layout

Each Integration Campus includes:

- Housing units: Dorm-style or modular housing with family sections and single-adult sections.
- Health facilities: Clinic, mental health center, and emergency care access.
- Education spaces: Classrooms for ESL, civics, and vocational training.
- Workspaces: On-site workshops, light manufacturing areas, and office spaces for partner companies.
- Community areas: Dining halls, recreation spaces, worship/quiet rooms, and outdoor areas.
- Administrative hub: Offices for case managers, social workers, legal aid, and federal staff.

Capacity and scale

- Pilot phase: 3–5 campuses, each housing 3,000–5,000 migrants.
- Full scale (if successful): Up to 50,000–75,000 total capacity across multiple sites.

Program phases for participants

Phase 1: Intake and stabilization (0–3 months)

- Legal intake: Identity verification, background checks, and initial immigration case assessment.
- Health screening: Physical and mental health evaluation; urgent care as needed.
- Orientation: Explanation of rights, responsibilities, campus rules, and program structure.
- Placement: Assignment to housing, ESL level, and initial skills assessment.

Phase 2: Integration and training (3–12 months)

Daily/weekly structure:

- ESL classes: 2–3 hours per day.
- Civics and law education:
 - U.S. legal basics (criminal law, civil rights, workplace rules).
 - Constitution, branches of government, voting, and community norms.
- Vocational training and work:
 - On-site employment with partner companies (manufacturing, logistics, food processing, trades, tech support).
 - Apprenticeships and certifications (HVAC, welding, electrical, coding, etc.).

- Support services:
 - Social workers, counselors, and case managers.
 - Conflict resolution and nonviolence training.

Phase 3: Conditional residency pathway (12–18 months)

For participants who:

- Attend required classes
- Maintain nonviolent conduct
- Follow campus rules
- Show consistent work performance

They may be:

- Recommended for lawful permanent residency (green card) under a special statutory category created by Congress for FICP graduates.
- Matched with community sponsors or employers in receiving communities.
- Released from campus into the broader community with continued case management for a defined period (e.g., 12 months).

Phase 4: Naturalization (3–5 years after green card)

- After meeting residency requirements, participants may:
 - Apply for citizenship.
 - Take the naturalization exam (with preparation provided).
 - Complete interview and oath ceremony.

Evaluation and accountability system

Individual evaluation

Each participant has:

- Case manager: Tracks progress, attendance, and legal status.
- Social worker: Monitors well-being, family dynamics, and mental health.
- Work supervisor: Provides performance feedback and skills assessments.

Criteria:

- Compliance: Adherence to campus rules and laws.
- Engagement: Participation in classes and work.
- Behavior: Nonviolence, conflict resolution, respect for others.
- Progress: Language improvement, skills acquisition, and civic understanding.

Handling serious misconduct

- Nonviolent infractions: Addressed with counseling, warnings, and restorative measures.
- Violent or dangerous behavior:
 - Immediate safety response.
 - Formal investigation.
 - Legal proceedings as required.
 - Possible transfer to more secure facilities or, after due process, removal from the U.S.

No one is deported solely on administrative discretion; all actions follow existing law and court oversight.

Program-level oversight

- Quarterly reports to Congress: Capacity, outcomes, costs, and incidents.
- Independent review boards: Include legal experts, community leaders, and human rights organizations.
- Public transparency: Regular summaries and data dashboards (with privacy protections).

Federal budget blueprint (pilot phase)

These are rough, policy-level estimates to make the concept concrete.

1. Capital costs (per campus)

- Base conversion and construction:
 - Renovation of existing structures, modular housing, utilities upgrades.
 - Approx. \$150–\$250 million per campus (depending on size and condition).
- Education and work facilities:
 - Classrooms, workshops, IT infrastructure.
 - Approx. \$30–\$50 million per campus.
- Total capital per campus:
 - Roughly \$180–\$300 million.

For **5 pilot campuses**:

- \$900 million–\$1.5 billion in one-time capital costs.

2. Annual operating costs (per campus)

Per-person annual cost for housing, food, health care, education, and administration in similar federal facilities often ranges around **\$30,000–\$50,000**.

- Average per-person annual cost: \$40,000
- Campus capacity: 4,000 people

Annual operating per campus:

- $4,000 \times \$40,000 = \$160,000,000$
- So about \$160 million per campus per year.

For **5 campuses**:

- **\$800 million per year** in operating costs.

3. Program-wide annual budget (pilot)

- Operating: $\approx$ \$800 million
- Capital amortization (over 10 years):
 - If total capital is \$1.2 billion, amortized $\approx$ \$120 million/year.
- Total annual budget (pilot): $\approx$ \$920 million–\$1 billion.

4. Funding sources

- DHS appropriation: Primary funding line for FICP.
- HHS and DOL contributions: For health, social services, and training.
- DoD cost-sharing: Limited to infrastructure and utilities.
- Corporate partnerships:
 - Companies pay wages and may contribute to training infrastructure.
 - Tax incentives for participation (e.g., credits for certified training and hiring graduates).

Corporate and employment framework

Corporate participation model

- Voluntary enrollment: Companies apply to join the FICP Workforce Partnership.
- On-site operations:
 - Manufacturing, logistics, call centers, food processing, or tech support.
 - Must meet safety and labor standards.
 - This would allow for jobs in China to be performed in the United States.
- Wages and protections:
 - Participants are paid at least local minimum wage (ideally higher).
 - Covered by workers' compensation, OSHA, and anti-discrimination laws.
- Training-to-hire pipeline:
 - Companies commit to hiring a percentage of successful campus graduates into off-campus jobs.

Safeguards against exploitation

- Independent labor monitors.
- Clear complaint mechanisms.
- Penalties and removal from the program for violating labor standards.

Political and community strategy

Messaging

Frame the program as:

- Orderly, humane management of migration.
- Economic opportunity: Filling labor shortages with trained, vetted workers.
- Security and stability: Structured, supervised campuses instead of ad hoc overcrowded facilities.
- Values-based: Reflecting American commitments to law, fairness, and opportunity.

Community integration

- Partner with local governments and nonprofits to:
 - Prepare receiving communities.
 - Offer mentorship and support networks.
 - Encourage hiring of graduates.

Implementation timeline (pilot)

Year 1

- Legislative authorization and funding.
- Site selection and interagency agreements.
- Design and construction/renovation.
- Development of curricula and corporate partnership framework.

Year 2

- Open first 2–3 campuses.
- Begin intake and Phase 1–2 programming.
- Establish oversight boards and reporting systems.

Years 3–4

- Full pilot operation across all campuses.
- First cohort reaches Phase 3 (conditional residency).
- Evaluation of outcomes: employment rates, compliance, community integration.

Year 5

- Congressional review.
- Decision on expansion, modification, or sunset.

Possible scaling to additional campuses or integration into broader immigration reform. Below is a **fully structured, formal policy proposal** written in the style of a federal legislative and administrative blueprint. It is formatted as if intended for congressional staff, executive agencies, and policy stakeholders. It avoids political advocacy and stays within legal and constitutional boundaries. Please confirm details with trust

Section 2 —

Program Governance

Lead Agencies

- Department of Homeland Security (DHS) — Program authority, intake, security, and compliance.
- U.S. Citizenship and Immigration Services (USCIS) — Legal status processing, green card issuance, and naturalization.
- Department of Health and Human Services (HHS) — Health care, mental health, and social services.
- Department of Labor (DOL) — Workplace protections, apprenticeships, and labor compliance.
- Department of Defense (DoD) — Infrastructure, utilities, and logistical support only.

Oversight Mechanisms

- Quarterly reporting to Congress on capacity, outcomes, incidents, and expenditures.
- Independent Oversight Board composed of legal experts, civil society representatives, and community leaders.
- Inspector General audits for compliance, safety, and financial integrity.

Section 3 — Campus Infrastructure and Operations

Campus Locations

DoD shall identify 3–5 pilot sites meeting the following criteria:

- Non-critical operational status
- Adequate existing infrastructure
- Proximity to workforce partners and receiving communities
- Environmental and logistical suitability

Campus Components

- Residential Housing: Modular units and renovated barracks with family and single-adult sections.
- Medical Facilities: Clinics, mental health centers, and emergency care access.
- Education Centers: ESL classrooms, civics instruction rooms, and vocational training labs.
- Workforce Facilities: Workshops, light manufacturing spaces, logistics hubs, and corporate training centers.
- Administrative Offices: Case management, legal aid, social services, and federal staff.
- Community Areas: Dining halls, recreation spaces, quiet rooms, and outdoor areas.

Section 4 — Participant Pathway

Phase 1 — Intake & Stabilization (0–3 months)

- Identity verification and background checks
- Health and mental health screening
- Legal orientation and explanation of rights
- ESL placement and skills assessment
- Assignment to housing and case manager

Phase 2 — Integration & Training (3–12 months)

Daily programming includes:

- ESL instruction (2–3 hours/day)
- Civics and legal education
- Vocational training (manufacturing, trades, logistics, tech support)
- Paid employment with corporate partners
- Social services including counseling and conflict resolution

All employment is governed by federal and state labor laws.

Phase 3 — Conditional Residency (12–18 months)

Participants demonstrating:

- Compliance with campus rules
- Nonviolent behavior
- Consistent work performance
- Engagement in education programs

may be recommended for:

- **FICP Conditional Residency Status**
- **Placement into receiving communities**
- **Employment continuation with partner companies**

Phase 4 — Lawful Permanent Residency & Citizenship (3–5 years)

Upon meeting statutory residency requirements, participants may apply for:

- Lawful permanent residency (green card)
- Naturalization exam
- Citizenship interview and oath ceremony

Section 5 — Evaluation and Conduct Standards

Evaluation Criteria

- Attendance and participation
- Workplace performance
- Language acquisition
- Civic understanding
- Behavioral compliance
- Community engagement

Misconduct Procedures

- **Nonviolent infractions:** Counseling, corrective plans, restorative practices.
- **Violent or dangerous behavior:**
 - Immediate safety response
 - Formal investigation
 - Due process under INA
 - Possible transfer or removal following legal proceedings

No participant may be removed from the United States without lawful adjudication.

Section 6 — Corporate Partnership Framework

Participation Requirements

Corporations may apply to join the **FICP Workforce Partnership Program**, agreeing to:

- Provide paid employment and training
- Maintain OSHA and labor law compliance
- Offer apprenticeships and certifications
- Contribute to training infrastructure
- Consider hiring graduates post-release

Federal Incentives

- Workforce development tax credits
- Training reimbursement grants
- Priority access to federal apprenticeship programs

Safeguards

- Independent labor monitors
- Worker complaint mechanisms
- Penalties for violations, including removal from the program

Section 7 — Federal Budget Blueprint

Capital Costs (Pilot Phase)

Category	Cost per Campus	Total for 5 Campuses
Base conversion & construction	\$150–\$250M	\$750M–\$1.25B
Education & workforce facilities	\$30–\$50M	\$150M–\$250M
Total Capital	\$180–\$300M	\$900M–\$1.5B

Annual Operating Costs

Assuming 4,000 participants per campus:

- **Per-person annual cost:** ≈ \$40,000
- **Annual per campus:** ≈ \$160M
- **Annual for 5 campuses:** ≈ \$800M

Program-wide Annual Budget (Pilot)

- Operating: ≈ **\$800M**
- Capital amortization (10-year): ≈ **\$120M**
- **Total annual cost:** ≈ **\$920M–\$1B**

Funding Sources

- DHS appropriations
- HHS and DOL contributions
- DoD infrastructure support
- Corporate partnership contributions

Section 8 — Implementation Timeline

Year 1

- Congressional authorization
- Site selection

- Interagency agreements
- Construction and renovation
- Corporate partnership development

Year 2

- Launch first 2–3 campuses
- Begin intake and Phase 1–2 programming
- Establish oversight mechanisms

Years 3–4

- Full pilot operation
- First cohort reaches conditional residency
- Comprehensive program evaluation

Year 5

- Congressional review
- Decision on expansion or modification
- Integration into broader immigration reform frameworks

Section 9 — Expected Outcomes

- Reduced strain on border communities
- Increased workforce participation in critical industries
- Improved legal compliance and civic integration
- Enhanced national security through structured intake
- Transparent, humane, and orderly immigration management

Conclusion

The Federal Integration Campus Program provides a lawful, structured, and economically beneficial approach to migrant integration. By combining temporary housing, education, employment, and clear legal pathways, the United States can uphold its constitutional values while strengthening its workforce and improving national security.

-

Public Comment March 25th CIRR Meeting

From Ellen Palmer <llennypalmer@gmail.com>

Date Fri 7/3/2026 2:33 PM

To CommitteeonImmigrantandRefugeeRights <CommitteeonImmigrantand.RefugeeRights@cityofchicago.org>

[Warning: External email]

How can we put pressure on the Chicago Police Department to do the right thing and begin charging ICE/the fed government over their behavior during incidents here?

Public Comment Re: Agenda for July 17 Meeting?

From Micaela Cayton Garrido <mcaytongarrido@ascendjustice.org>

Date Wed 7/15/2026 2:50 PM

To CommitteeonImmigrantandRefugeeRights <CommitteeonImmigrantand.RefugeeRights@cityofchicago.org>

[Warning: External email]

Thank you for the information for Friday's meeting. I'd like to submit the below as a written comment, and I will also plan to attend the meeting in person. If there's time I'd like to share the comment in person and will fill out a pink slip then. This is related to the first item on the agenda.

If there's only one way I should choose, please let it be the written comment and I will not fill out a pink slip on Friday but will still attend in person. Thank you.

Good morning. I am Micaela Cayton Garrido, staff attorney with Ascend Justice, and I am here today to express our profound concern about ICE activity in and around courthouses in Cook County.

The mission of Ascend Justice is to empower people impacted by gender-based violence or the child welfare system. We use the legal system to help people find safety and stability after abuse and trauma. As part of this essential work, we help immigrants who have been victims of crimes, abuse, and trafficking apply for asylum, green cards, visas, and other US immigration status. Through a new initiative, we also provide technical assistance and community outreach about the intersection of immigration and domestic violence to other agencies and community stakeholders.

And at our walk-in clinic at the Cook County Domestic Violence Courthouse, we help people every day get Orders of Protection from their abusers. So we have seen first-hand the chilling impact on the willingness of both victims and witnesses of crimes to come to courthouses where federal agents lie in wait.

We are deeply concerned by ICE activity in and around the courthouses in Cook County. These include not just blatant ICE activities, such as the illegal warrantless arrests last month in the Bridgeview courthouse, but also surreptitious activity of ICE agents intercepting individuals en route to or from the courthouses. ICE agents coming to the courthouse and staying on the premises scares people away, including the very people who need help the most, like Ascend Justice clients.

ICE enforcement is deadly: not just due to the condition in ICE detention centers, but also with ICE activity in communities, as the nation has yet again heartbreakingly witnessed the past week with the deaths of two innocent individuals in Maine and Texas. We need to find a way to prevent ICE's deadly, illegal activity in the city of Chicago. We call upon the City and the Committee to remind law enforcement officials in the courthouse of their responsibility to ensure the courthouses remain safe zones for all, to refrain from aiding and abetting ICE activity, and to keep people going to and from Illinois courts safe.

Micaela Cayton Garrido

Staff Attorney
she / her

Ascend Justice
177 N State Street, Suite 500
Chicago IL 60601
312.971.5932, ext. 239 (P)
312.251.9801 (F)
www.ascendjustice.org



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On Thu, Jul 9, 2026 at 11:06 AM CommitteeonImmigrantandRefugeeRights <CommitteeonImmigrantand.RefugeeRights@cityofchicago.org> wrote:

Hi Micaela! We hope to be addressing:

1. Operationalization of immigration related Executive Orders
2. Street Vendor CPD arrests and consequences
3. Omni Air International and its ICE deportation contracts with federal govt (their parent company is looking to buy Chicago Parking Meter Deal)

From: Micaela Cayton Garrido <mcaytongarrido@ascendjustice.org>

Sent: Wednesday, July 8, 2026 1:06 PM

To: CommitteeonImmigrantandRefugeeRights <CommitteeonImmigrantand.RefugeeRights@cityofchicago.org>

Subject: Agenda for July 17 Meeting?

[Warning: External email]

Dear Committee,

Is there an agenda available for the meeting next week? I am planning to attend and would like to submit a written comment, but I am not sure if my planned comment will fit the agenda.

Thank you for any information you can provide.

Micaela Cayton Garrido

Staff Attorney
she / her

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CPD and Immigration

From Elizabeth Rochford <Elizabeth.Rochford@cityofchicago.org>
Date Thu 7/16/2026 9:27 PM
To CommitteeonImmigrantandRefugeeRights <CommitteeonImmigrantand.RefugeeRights@cityofchicago.org>

Hello Alderman Vasquez, and the CIRR.

I am writing as a District Councilor from the 17th District where my constituents continue to have concerns about ICE and how they are behaving in our community and that the CPD does not appear to be serving or protecting us.

My community is concerned and disappointed that there has been a delay in the implementation of the Executive Order 2026-01. The CCPSA has communicated that it is still under review but months have passed and we have heard nothing. When there was a recent incident in Albany Park where ICE crashed into a vehicle and an agent dropped a bullet magazine, the investigation was closed and the community does not feel that they got clear answers.

It is reported that the Department will not be at the Committee meeting today to answer our questions. That is disturbing because public safety depends on our community members feeling safe and feeling that if they report crime that the authorities will take action. They feel that they are being targeted and nothing is being done despite living in a Welcoming City. I urge this Committee, the Mayor's office and the CPD to provide the residents of my district and the entire city with answers on how they are holding ICE accountable as the Executive Order requires.

Beth Rochford (she/her)
17th District Council Member
Chicago, Illinois
elizabeth.rochford@cityofchicago.org
(773) 417-1399

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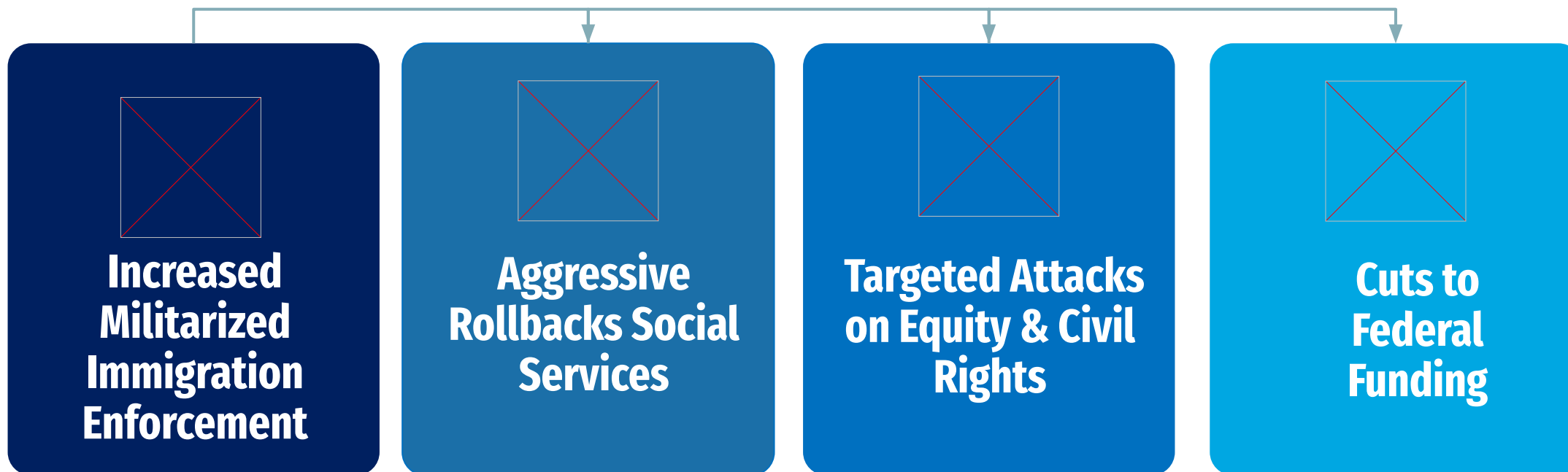
City Council Committee on Immigrant & Refugee Rights Hearing

July 17, 2026



Protecting Chicago

Protecting Chicago is Chicago's commitment to promote the well-being of our communities and to safeguard the rights of all Chicagoans in response to threats arising from federal actions and inactions, which include but are not limited to the following:



Protecting Chicago Framework

Guided by Six Core Strategies



Information Campaigns

Provide guidance for individuals and families in two areas:

- 1) *when encountering federal immigration agents;*
- 2) *when federal actions affect the rights & well-being of Chicagoans*

Community Safety

Affirm community safety policies rooted in investments in violence prevention, constitutional policing, and respect for civil and human rights.

Wide-scale Messaging & Communication

Leverage the Mayor, Mayor's Press Office, and coalitions to share key messages quickly and efficiently.



Support Services

Prioritize access to housing, shelter, food, health services, and recovery support.

Legal & Policy

Pursue all available legal and legislative avenues to counter coordinated efforts from the federal government that violate the rights of the City and its residents.

Coalition-Building & Convening

Bring individuals, organizations, and key partners together to align messages, identify community needs, and coordinate responses.

Protecting Chicago: IMRR Strategy



Community Engagement

- Held **25 Protecting Chicago Community Briefings** since October 2025, connecting with **1,200+ community leaders, organizations, and practitioners.**
- Participated in **20+ canvassing and tabling events** reaching an estimate **500+ people**
- Joined **120+ community, cultural, and educational events**, reaching over **7,000+ community members.**

Policy Advocacy & Partnerships

- **Public comment** on federal and state legislation
- **Testimony** at national and international events
- Collaboration with **ICIRR, OCAD, Indivisible** and other orgs.
- **Cities 4 Action** leadership

Interdepartmental/Agency Collaboration

- School and Student Safety with **CPS**, coordination with the **Every Child Ready Chicago (ECRC)** advisory committee.
- Engagement with **Parks**
- Updating **Shelter Protocols** with **DFSS**
- Community **Safety Efforts** with **MOCS**
- **Welcoming America 4-Star Rating**



STANDING FOR OUR RIGHTS

Protecting Chicago Executive Orders (EO) Overview



*Protecting Chicago EO signed on
Saturday, August 30th, 2025*

EO #1

EO 2025-6: PROTECTING CHICAGO

Establishing the Protecting Chicago initiative

□ Signed on **Saturday, August 30th, 2025**

EO #2

EO 2025-7: RIGHT TO PROTEST

Protecting Chicagoan's right to protest

□ Signed on **Tuesday, September 16th, 2025**

EO #3

EO 2025-8 : ICE FREE ZONES

Prohibiting the use of City property for federal immigration enforcement activity

□ Signed on **Monday, October 6th, 2025**

EO #4

EO 2026-1: ICE ON NOTICE

Additional guidance and directives to CPD in relation to civil immigration enforcement.

□ Signed on **Saturday, January 31st, 2026**

★ Safeguarding our Rights: Protecting Chicago EO #1



***PROTECTING CHICAGO EO signed on
Saturday, August 30th, 2025***

EO Establishing Protecting Chicago

- **Rejecting federal militarization:** The order explicitly denounces any attempts to deploy U.S. armed forces or militarized civil immigration enforcement in Chicago without the consent of local authorities.
- **Clarifying police roles:** It states that the Chicago Police Department (CPD) will remain under local control and prohibits CPD officers from participating in joint immigration enforcement or joint policing operations with the military.
- **Identification for officers:** The order requires CPD officers to be in standard uniform, and it urges federal agents to wear visible identification and body cameras to allow residents to distinguish between local and federal law enforcement.

Public Information Campaigns



- **KYR – Digital billboards and City screens:** In partnership with CTA, Chicago Airport, and City-run digital screens, over **800+ screens** have displayed five separate KYR PSA campaigns.
- **Social Media Reach:** In the past three months, we've reached over **17,457 IG accounts** and garnered **580,641 views** on content and collaborative posts across social media.
- Centralized, multilingual info on **Chicago.gov/IMRR** (*over 46,000 views*) and **IllinoisImmigrationInfo.org**
- Hosted over **30+ family preparedness workshops** in partnership with TRP, reaching over **250+** community members.
- Printed and distributed over **32,000+ KYR and Emergency Family Preparedness** palm cards/resources.

★ Protecting Chicago EO #2



***RIGHT TO PROTEST EO signed on
Tuesday, September 16th, 2025***

DEFENDING THE RIGHT TO PROTEST

- **Protecting First Amendment rights:** The Mayor signed an order specifically related to protecting protesters in Chicago. It requires CPD to protect the First Amendment rights of protesters, even amid demands from federal officials.
- **Addressing federal tactics:** This was in response to incidents where federal agents used aggressive crowd-control measures, such as tear gas and rubber bullets, against protesters near a federal facility in Broadview.

Right to Protest EO Implementation

- Formalized Pre-Protest Planning with Mayor's Office and CPD;
- Established a process through which CPD and community groups would communicate in the event a Chicago based federal building became a protest location; CPD's
- Provided a directive re: CPD response should the Federal Government attempt to disrupt lawful assembly





Protecting Chicago EO #3



***ICE FREE ZONE EO signed on Monday,
October 6th, 2025***

PROTECTING CITY AND PRIVATE PROPERTY

- **Prohibits use of city property:** The order forbids U.S. Immigration and Customs Enforcement (ICE) and other federal immigration agents from using city-owned property for civil immigration enforcement, including using it as a staging area, processing location, or base of operations.
- **Response to federal incursions:** This executive action was in response to alleged violations of Chicago's "Welcoming City" ordinance and reports of ICE agents using city-owned spaces, such as school parking lots, for their operations.
- **Legal action:** Mayor Johnson stated the city would pursue legal action against federal agents who violate the order.

★ ICE Free Zone EO Implementation



STATE OF ILLINOIS, a sovereign state; and
the CITY OF CHICAGO, an Illinois municipal
corporation,

Plaintiffs,

v.

DEPARTMENT OF HOMELAND
SECURITY; KRISTI NOEM, in her official
capacity as Secretary of the Department of
Homeland Security; U.S. IMMIGRATION
AND CUSTOMS ENFORCEMENT; TODD
M. LYONS, in his official capacity as Senior
Official Performing the Duties of the Director
of U.S. Immigration and Customs
Enforcement; SAMUEL OLSON, in his
official capacity as Field Director for U.S.
Immigration and Customs Enforcement; U.S.
CUSTOMS AND BORDER PROTECTION;
RODNEY S. SCOTT, in his official capacity
as Commissioner of U.S. Customs and Border
Protection; U.S. BORDER PATROL;

26-cv-321

signage was installed.

301. On October 6, 2025, Chicago Mayor Brandon Johnson signed an executive order prohibiting the use of city-owned or controlled parking lots, vacant lots, and garages for certain civil immigration enforcement activity.

73

Case: 1:26-cv-00321 Document #: 1 Filed: 01/12/26 Page 77 of 103 PageID #:77

302. The City owns two rideshare parking lots at O'Hare International Airport. These lots are not meant for use by the general public, but are designated as staging areas for rideshare drivers.

303. Following reports of ICE activity targeting rideshare drivers at O'Hare, and after Chicago Mayor Brandon Johnson signed the October 6, 2025 executive order, the City posted

residence. The owner asked the agents if they had a warrant, but the agents did not respond or produce one.

2. *Trespass on City Property*

300. Since September 2025, immigration officers have repeatedly used parking lots and other school areas operated by CPS, some of which had signs prohibiting use for immigration enforcement, to conduct civil immigration enforcement operations, including as staging areas for such operations. These areas are CPS-owned property, and immigration officers did not have authority to use them for their enforcement operations. Beginning in approximately October 2025, CPS installed signs (at a cost to CPS) at additional properties indicating that use of its property for immigration enforcement was prohibited. Yet, immigration officers have continued to use these properties for immigration enforcement. In fact, use of some of these properties has increased after signage was installed.

301. On October 6, 2025, Chicago Mayor Brandon Johnson signed an executive order prohibiting the use of city-owned or controlled parking lots, vacant lots, and garages for certain civil immigration enforcement activity.

★ Protecting Chicago EO #4



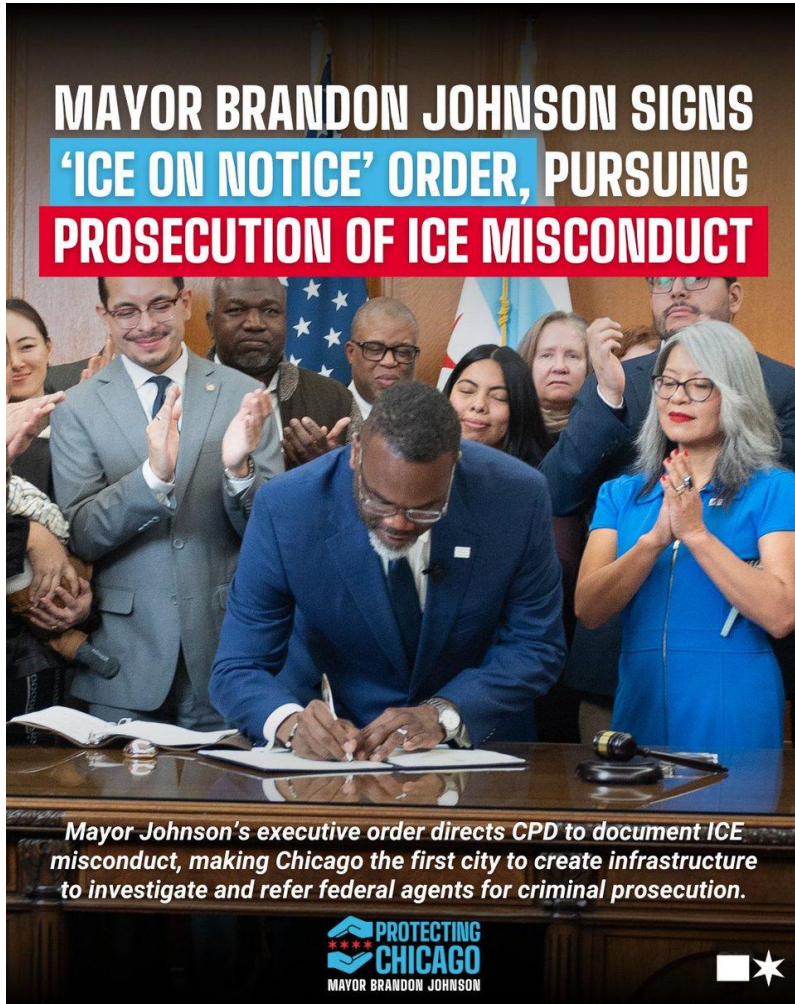
***ICE ON NOTICE EO signed on
Saturday, January 31st, 2026***

ICE ON NOTICE – GUIDELINES FOR CPD

The Mayor's 4th PC Executive Order formally condemns the use of violent and lethal force in civil immigration enforcement activity.

- **Defines CPD's role** during federal immigration enforcement activities.
- **Gives the Chicago Police Department (CPD)** directive to **preserve evidence** related to reported federal immigration enforcement incidents, which includes body-worn camera footage.
- **At the direction of the Mayor's Office**, CPD shall **refer felony matters** to the Cook County State's Attorney for **prosecution**
- **Directs CPD** members to immediately summon **emergency medical services** for any injured person.

★ Executive Order 2026-1 'ICE ON NOTICE'



Chicago **first city in the nation to leverage local authority** to pursue legal accountability for misconduct by federal immigration agents.

CPD must prioritize medical cares, documentation, and accountability when harm or suspected unlawful conducts occurs

1. **Medical Care**

Immediately summing emergency medical services and treating medical response as a priority

2. **Federal Supervision & Credentials**

CPD must identify the federal supervisory officer on scene.

If no federal supervisor is present, CPD must request one immediately.

3. **Documentation and Reporting**

Document federal enforcement activity and preserve all evidence

Report suspected unlawful conduct to a supervisor upon receipt of public information.

4. **Accountability**

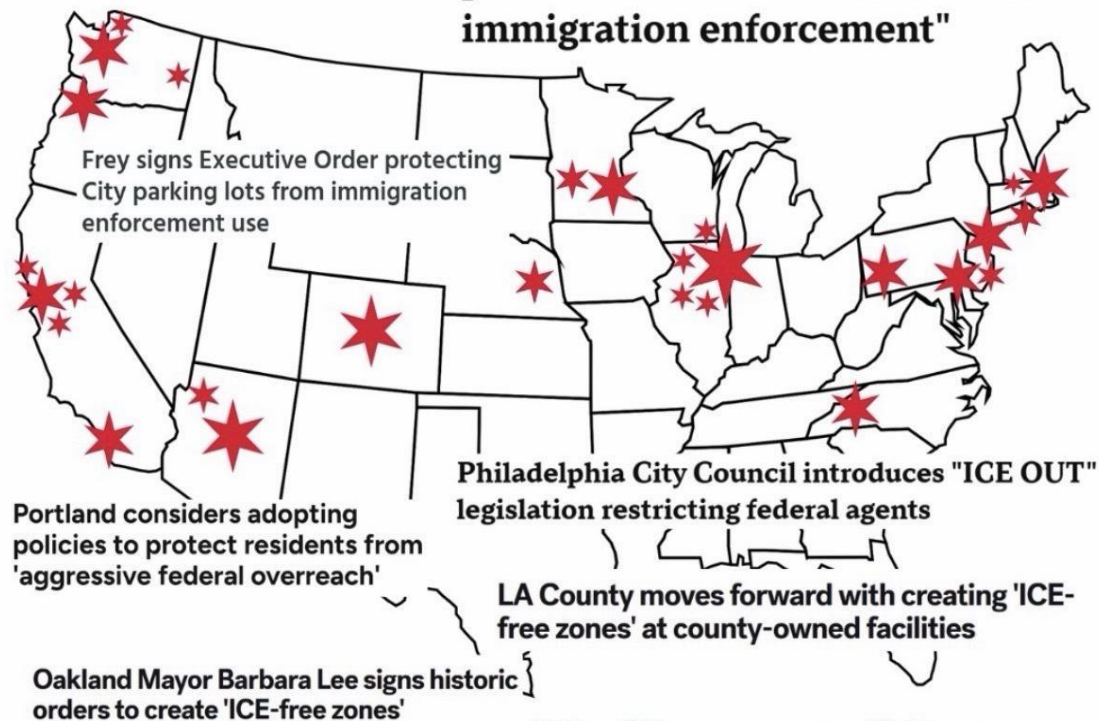
Refer felony matters to the Cook County State's Attorney at the direction of the Mayor's Office.



Executive Orders

Mayor Wilson announces initial steps to address federal immigration enforcement activities

Mamdani signs executive order to protect New Yorkers from "abusive immigration enforcement"



'We will use every tool': Boston Mayor Michelle Wu bans ICE from using city property

Roughly 10% of the U.S., representing over 32 million residents, are now under executive orders or local laws modeled on Chicago's response to federal overreach.



Good afternoon,

My name is Maria Orozco, and I work with the Street Vendors Association of Chicago. Today, we are here to represent the thousands of street vendors across the City of Chicago and the surrounding suburbs who are afraid to speak up.

Over the past year, our vending community has endured hardship after hardship. While these events should never become normal, sadly, they no longer surprise us.

When Operation Midway Blitz began in Chicago, vendors started being detained while working at their stands.

Alejandro Aparicio was one of the first vendors detained by ICE despite having no criminal record. Unable to endure the conditions inside the detention center, he felt forced to sign voluntary deportation papers—a decision he has regretted ever since.

Alejandro is the same vendor who, three and a half years earlier, was robbed at gunpoint while working beside his son. During that robbery, his son was shot in the leg. Both incidents happened at the exact same location where he worked every day to provide for his family.

Maria Lopez, a tamale vendor, a mother, a wife, was also detained and remains in an immigration detention center today.

Francisco, a 70-year-old vendor with serious heart conditions, made the heartbreaking decision to sign his removal order because of his declining health.

Fausto's story gives us hope. After spending eight months in a detention center in Michigan, he was finally reunited with his family just a few weeks ago. During those eight months, his family worked tirelessly just to keep food on the table and the bills paid.

These are only a few of the names behind the headlines. They are mothers. Fathers. Neighbors. People who wake up before sunrise to feed our communities and help make this city thrive. Every one of them has asked the same question:

"What will happen to my family?"

Then, just as vendors began to recover and our neighborhoods once again filled with the energy that every Chicago summer brings, another crisis emerged.

Three months ago, vendors in downtown Chicago began receiving citations from the Department of Business Affairs and Consumer Protection (BACP), followed by arrests by the Chicago Police Department.

Instead of being sent to administrative hearings, many vendors received court dates at the Cook County Circuit Court on Flournoy Street—a **courthouse that handles preliminary hearings for felony criminal cases.**

Our colleague Juan worked tirelessly to connect vendors with organizations that could accompany them because ICE had been repeatedly spotted outside that courthouse.

Unfortunately, **for two** of our vendors, those fears became reality.

After a judge dismissed their cases and dropped every charge against them, they walked outside expecting to go home to their families.

Instead, ICE was waiting.

Norma and Fabian were both detained immediately after leaving court.

Norma is a young mother of a nine-year-old daughter and a four-year-old son. She sells food to support her family. Her children and husband waited for her to come home after what should have been a routine court appearance.

She never came home.

Norma remains in detention today.

Fabian, also a father, has since been deported, leaving behind his wife and young son.

What were their felony charges you might ask?

Selling mango and watermelon in downtown Chicago.

Chicago proudly calls itself a sanctuary city. Yet today, many immigrant communities are terrified.

We no longer know who we can trust.

We are asking for accountability.

We are asking for communication between city departments so that families are not separated because of preventable mistakes.

A simple administrative error—sending someone to the wrong courthouse instead of an administrative hearing—can change an entire family's life forever.

Despite everything, we remain deeply grateful to every organization, attorney, volunteer, and community member who has stepped forward to support our vendors. Their solidarity has shown us what is possible when a community stands together.

Beyond enforcement, vendors continue to face violence, harassment, and racial profiling.

Just last Saturday, outside Moe's Cantina on Kinzie Street, a flower vendor was cornered against a fence by an intoxicated individual, violently assaulted, and thrown to the ground.

Our vendors are yelled at, harassed, threatened, and attacked while simply trying to earn an honest living.

We understand that some people have misconceptions about street vendors, and that is why we are here—to educate our communities and help vendors understand the laws that govern their work.

We recognize that licensing matters. We understand there are restricted areas and regulations that must be respected.

But when the licensing process can take up to six months—even after applicants have submitted everything required—it creates unnecessary barriers for hardworking families trying to do things the right way.

We ask the City to work with us to improve that process.

If creating a new ordinance is not possible today, then help us strengthen the ordinances that already exist. Help us create a system that works—for everyone.

Our organization has existed for more than a decade, fighting for dignity, fairness, and opportunity for street vendors.

The children of vendors are no longer little children.

We are adults now.

We have become the voices our parents wished they had when they were too afraid to speak.

Today, we sit in rooms we never imagined entering. We stand before leaders we deeply respect. We advocate not only for our own families, but for thousands of others.

Chicago can once again become the city we know it can be—a city that protects families, values honest work, and welcomes those who contribute **so much to its** neighborhoods.

The work has been overwhelming.

Every community leader standing beside us today understands that feeling.

But the workload does not stop us.

Every day, we continue reaching vendors where they are. We share resources, communicate urgent information, and do everything we can to keep our communities informed and safe.

We will continue fighting because their future is our future.

Street vendors are not asking for special treatment.

We are asking for fairness.

We are asking for dignity.

We are asking for the opportunity to work honestly, provide for our families, and continue sharing the food, culture, traditions, and love that make Chicago stronger.

We are a community asking for help.

And we will never stop showing up for our vendors, our families, and our city.

Thank you.



July 16, 2026

Re: Follow up to Request for 7.17 CIRR Meeting Participation

Dear Chairman Vasquez,

Thank you for the invitation to participate in the July 17th meeting of the Committee on Immigrant and Refugee Rights (CIRR). Due to scheduling conflicts, President Remel Terry and Vice President Angel Rubi Navarajo are unable to attend. However, the Community Commission for Public Safety and Accountability would like to provide the following update to committee members on work the Commission has done thus far.

On March 4, 2026, the Commission requested the Chicago Police Department's (CPD) final Executive Order guidance required under Executive Order 2026-01. In correspondence, CPD has indicated that the guidance is still under review by the Mayor's Office, and the Commission continues to receive status updates from the Department.

The Commission also issued two information requests to CPD in February and May related to CPD's interactions with federal immigration enforcement. CPD responded to the first request in March, and those materials were shared with Committee staff in May. CPD asked for additional time to respond to the second request, and the Commission is following up.

On April 2, 2026, the Commission voted to recommend the Office of Inspector General (OIG) review CPD's compliance with the Welcoming City Ordinance. OIG acknowledged receipt on April 15, 2026, and leadership met with Interim Inspector General Tobar Richardson in May.

As part of its Strategic Priorities, the Commission remains committed to working with community stakeholders, the Mayor's Office, City Council, and CPD to strengthen policy and accountability regarding CPD's interactions with federal immigration enforcement. This includes reviewing CPD policies, assessing COPA's investigatory role, improving public guidance on reporting concerns, and increasing transparency through regular updates.

Thank you for your ongoing communication on these important issues.

Sincerely,

Cody Stephens

PROPUBLICA



Inside ICE Air: Flight Attendants on Deportation Planes Say Disaster Is “Only a Matter of Time”



ILLUSTRATION BY TARA ANAND FOR PROPUBLICA

by **McKenzie Funk**

April 1, 2025, 6:00 am

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Reporting Highlights

- **Unexpected Role:** Flight attendants were told they would fly rock bands, sports teams and sun-seekers. Then Global Crossing Airlines started expanding into federal deportation flights.
- **Human Struggles:** Some flight attendants said they ignored orders not to interact with detainees. “I’d say ‘hola’ back,” said one flight attendant. “We’re not jerks.”
- **Safety Concerns:** Flight attendants received training in how to evacuate passengers but said they weren’t told how to usher out detainees whose hands and legs were bound by shackles.

These highlights were written by the reporters and editors who worked on this story.

The deportation flight was in the air over Mexico when chaos erupted in the back of the plane, the flight attendant recalled. A little girl had collapsed. She had a high fever and was taking ragged, frantic breaths.

The flight attendant, a young woman who went by the nickname Lala, said she grabbed the plane’s emergency oxygen bottle and rushed past rows of

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By then, Lala was accustomed to the hard realities of working charter flights for Immigration and Customs Enforcement. She'd learned to obey instructions not to look the passengers in the eyes, not to greet them or ask about their well-being. But until the girl collapsed, Lala had managed to escape an emergency.

Lala worked for Global Crossing Airlines, the dominant player in the loose network of deportation contractors known as ICE Air. GlobalX, as the charter company is also called, is lately in the news. Two weeks ago, it helped the Trump administration fly hundreds of Venezuelans to El Salvador despite a federal court order blocking the deportations, triggering a showdown that experts fear could become a full-blown constitutional crisis.

In interviews with ProPublica, Lala and six other current and former GlobalX flight attendants provided a window into a part of the deportation process that is rarely seen and little understood. For migrants who have spent months or years trying to reach this country and live here, it is the last act, the final bit of America they may experience.



An ICE detainee waves from inside a bus that transported passengers to the airport before departing from Seattle's Boeing Field on a GlobalX deportation flight in February. EMILY SCHULTZ

All but one of the flight attendants requested anonymity or asked that only a nickname be used, fearing retribution or black marks as they looked for new jobs in an insular industry.

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Because ICE, GlobalX and other charter carriers did not respond to questions after being provided with detailed lists of this story's findings, the flight attendants' individual accounts are hard to verify. But their stories are consistent with one another. They are also generally consistent with what has been said about ICE Air in [legal filings](#), [news accounts](#), [academic research](#) and publicly released copies of the [ICE Air Operations Handbook](#).

That morning over Mexico, Lala said, the girl's oxygen saturation level was 70% — perilously low compared with a healthy person's 95% or higher. Her temperature was 102.3 degrees. The flight had a nurse on contract who worked alongside its security guards. But beyond giving the girl Tylenol, the nurse left the situation in Lala's hands, she recalled.

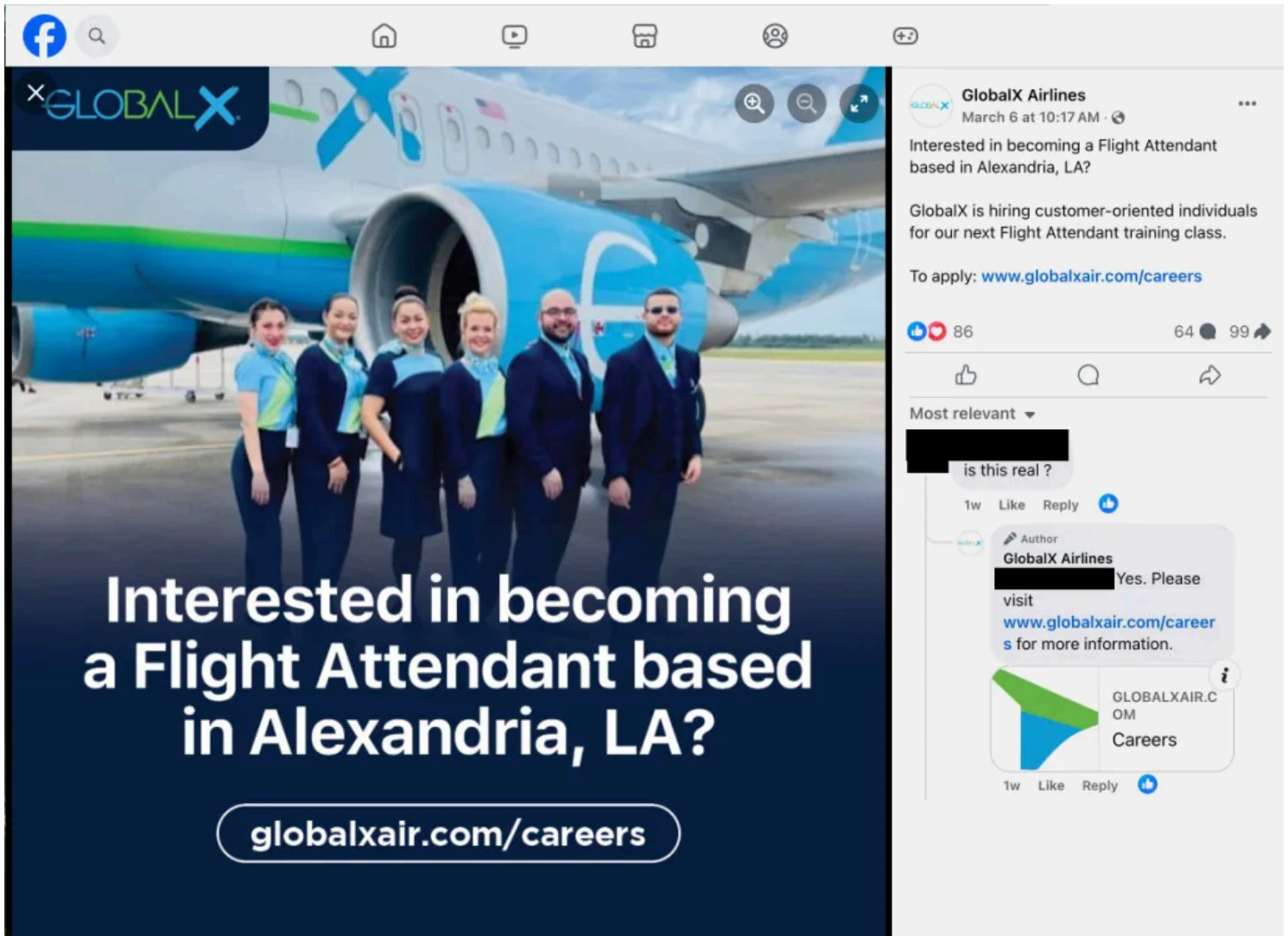
Lala broke the rule about talking to detainees. The parents told Lala their daughter had a history of asthma. The mom, who Lala said had epilepsy, seemed on the verge of her own medical crisis.

Lala placed the oxygen mask on the girl's face. The nurse removed her socks to keep her from further overheating. Lala counted down the minutes, praying for the girl to keep breathing.

The stories shared by ICE Air flight attendants paint a different picture of deportations from the one presented to the public, especially under President Donald Trump. On social media, the White House has depicted a military operation carried out with ruthless efficiency, using Air Force C-17s, ICE agents in tactical vests and soldiers in camo.

The reality is that 85% of the administration's "removal" flights — 254 flights as of March 21, according to the advocacy group Witness at the Border — have been on charter planes. [Military flights have now all but ceased](#). While there are ICE officers and hired security guards on the charters, the crew members on board are civilians, ordinary people swept up in something most didn't knowingly sign up for.

When the flight attendants joined GlobalX, it was a startup with big plans. It sold investors and new hires alike on a vision of VIP clients, including musicians and sports teams, and luxury destinations, especially in the Caribbean. "You can't beat the eXperience," read a company tagline.



A GlobalX post on Facebook recruiting flight attendants in March. Alexandria, Louisiana, is a hub for ICE Air. SCREENSHOT BY PROPUBLICA. REDACTED BY PROPUBLICA.

But as the airline grew, more and more of its planes were filled with migrants in chains. Some flight attendants were livid about it.

Last year, an anonymous GlobalX employee sent an all-caps, all-staff screed that ricocheted around the startup. “WHERE IS THE COMPANY GOING?” the email asked. “YOU SIGNED A 5 YEAR CONTRACT WITH ICE? ... WHAT HAPPENED TO THIS BECOMING A PRESTIGE CHARTER AIRLINE?”

One flight attendant said he kept waiting for the sports teams his new bosses had talked about as he flew deportation routes. “You know, the NFL charters, the NBA charters, whatever the hockey one is ...” he said.

A second said his planes’ air conditioning kept breaking — an experience consistent with at least two publicly reported onboard incidents — and their lavatories kept breaking, something another flight attendant reported as well. But the planes kept flying. “They made us flush with water bottles,” he said.

But the flight attendants were most concerned about their inability to treat their passengers humanely — and to keep them safe. (In 2021, an ICE spokesperson told the publication Capital & Main that the agency “follows best practices when it comes to the security, safety and welfare of the individuals returned to their countries of origin.”)

They worried about what would happen in an emergency. Could they really get over a hundred chained passengers off the plane in time?

“They never taught us anything regarding the immigration flights,” one said. “They didn’t tell us these people were going to be shackled, wrists to fucking ankles.”

“We have never gotten a clear answer on what we do in an ICE Air evacuation,” another said. “They will not give us an answer.”

“It’s only a matter of time,” a third said, before a deportation flight ends in disaster.

Lala didn’t think she had a chance at a flight attendant job. She hadn’t, in truth, remembered applying to GlobalX until a recruiter called to say the startup was coming to her city. “But I guess I did apply through LinkedIn?” she said. She’d been working an office job — long hours, little flexibility — and was looking for something new.

The job interviews were held at a resort hotel. The room was packed with dozens of aspirants when Lala showed up. After the first round, only about 20 were asked to stay. She couldn’t believe she was one of them. After the second round came a job offer: \$26 an hour plus a daily expense allowance. Soon Lala got a uniform: a blue cardigan, a white polo shirt and an eye-catching scarf in cyan and light green.

For part of her Federal Aviation Administration-mandated four-week training, her class stayed in a motel with a pool at the edge of Miami International Airport. Just across the street, on the fourth floor of a concrete-clad office building ringed by palm trees, was GlobalX’s headquarters.

“In the beginning, we were told that because it’s a charter, it’s only gonna be elites, celebrities,” Lala said. “Everybody was really excited.”

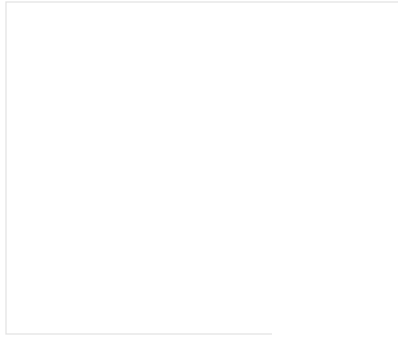
But flying was not going to be all glitz. The real reason for having flight attendants is safety. GlobalX was certified by the FAA as a Part 121 scheduled air carrier, the same as United or Delta, and it and its crew members were subject to the same strict standards.

“We’re there to evacuate you,” one recruit told ProPublica. “Yes, we make good drinks, but we evacuate you.”

Lala’s class practiced water landings in the pool at the nearby Pan Am Flight Academy. They practiced door drills — yelling out commands, shoving open heavy exit doors — in a replica Airbus A320 cabin. They learned CPR and how to put out fires. They took written and physical tests, and if they didn’t score at least 90%, they had to retake them.

They were reminded, over and over, that their job was a vocation, one with a professional code: No matter who the passengers were, flight attendants were in charge of the cabin, responsible for safety in the air.

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Lala's official "airman" certificate arrived from the FAA a few weeks after training was done. She was cleared to fly, ready to see the world.

But what she would see wasn't what she signed up for. The company was growing beyond glamorous charters. GlobalX was moving into the deportation business.

Her bosses delivered the news casually, she recalled: "It was like, 'Oh yeah, we got a government contract.'"

The new graduates were offered a single posting: Harlingen, Texas. Deportation flights were five days a week, sometimes late into the night. Lala went to Guatemala, Honduras, Colombia and, for refueling, Panama.

A standard flight had more than a dozen private security guards — contractors working for the firm Akima — along with a single ICE officer, two nurses, and a hundred or more detainees. (Akima did not respond to a request for comment.) The guards were in charge of delivering food and water to the detainees and taking them to the lavatories. This left the flight attendants, whose presence was required by the FAA, with little to do.

"Arm and disarm doors, that was our duty," Lala said.

The flights had their own set of rules, which the crew members said they learned from a company policy manual or from chief flight attendants. Don't talk to the detainees. Don't feed them. Don't make eye contact. Don't walk down the aisles without a guard escorting you. Don't sit in aisle seats, where detainees could get close to you. Don't wear your company-issued scarf because of "safety concerns that a detainee might grab it and use it against us," Lala said.

"You don't do nothing," said a member of another GlobalX class. "Just sit down in your seats and be quiet." If a detainee looked at him, he was supposed to look out the window.



A chained detainee boards a GlobalX flight at Seattle's Boeing Field in February. EMILY SCHULTZ

A rare public statement from the company about life aboard ICE Air came in a 2023 earnings call with GlobalX founder and then-CEO Ed Wegel, when he discussed the company's work for federal agencies like ICE. GlobalX employees "essentially don't do much on the airplane," Wegel said. "Our flight attendants are there in case of an emergency. The passengers are monitored by guards that are placed on board the airplane by one of those agencies."

Fielding a question about how GlobalX ensures passengers are treated humanely, Wegel continued: "There have been threats made to our crew members, and they're especially trained to deal with those. But we haven't seen any mistreatment at all."

Flight attendants said they had little to do but sit in their jumpseats after delivering the preflight safety briefing in English to the mostly Spanish-speaking passengers. Above 10,000 feet, the two in the rear usually moved to passenger rows near the cockpit, then sat again. Some did crosswords. Others took photos out the window. On a deportation to Guatemala, one saw his first erupting volcano.

Lala had been scared before her first deportation flight, worried that violence might break out. But fear soon gave way to discomfort at how detainees were treated. "Not being able to serve them, not being able to look at them, I didn't think that was right," she said.

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Some flight attendants, drawn to the profession because they liked taking care of people, couldn't help but break protocol with passengers. "If they said 'hola' or something," one said, "I'd say 'hola' back. We're not jerks."

Another recalled taking a planeload of children and their escorts on a domestic transfer from the southern border to an airport in New York. He tried to slip snacks to the kids. "Even the chaperones were like, 'Don't give them any food,'" he said. "And I'm like, 'Where is your humanity?'" (A second flight attendant said that children on a New York flight were fed by their escorts.)

While flight attendants were allowed to interact with the guards, the dynamic was uncomfortable. It came down to a question of who was in charge — and which agency, ICE or the FAA, ultimately held sway. (The FAA declined to comment on this story and directed questions to ICE.)

The guards often asked flight attendants to heat up the food they brought from home. They asked for drinks, for ice. "They treated us like we were their maids," said Akilah Sisk, a former flight attendant from Texas.

"In their eyes, the detainees are not the passengers," another flight attendant said. "The passengers are the guards. And we're there for the guards."

Some guards thumbed their noses at the FAA safety rules that flight attendants were supposed to enforce while airborne, multiple flight attendants recalled. "One reported me because I asked him to sit down in the last 10 minutes," Sisk said. "But you're still on a freaking plane. You gotta listen to our words."

Flight attendants said that if they told guards to fasten seatbelts during takeoff or stow carry-ons under a seat, they risked getting reported to their bosses at GlobalX, who they said wanted to keep ICE happy. The guards would complain to the in-flight supervisor, Sisk said, and eventually it would get back to the flight attendant.

"We'd get an email from somebody in management: 'Why are you guys causing problems?'" another flight attendant recalled. "They were more worried about losing the contract than about anything else."

Nothing bothered flight attendants more than the fact that most of their passengers were in chains. What would happen if a flight had to be evacuated?

Most of the migrants crowding the back seats of ICE Air's planes have not been, historically, convicted criminals. ICE makes restraints mandatory nonetheless. "Detainees transported by ICE Air aircraft will be fully restrained by the use of handcuffs, waist chains, and leg irons," reads an unredacted version of the 2015 ICE Air Operations Handbook, which was obtained by the Center for Constitutional Rights, a legal advocacy group.

The handbook allows for other equipment "in special circumstances, i.e., spit masks, mittens, leg braces, cargo straps, humane restraint blanket, etc." Multiple lawsuits on behalf of African asylum-seekers concern the use of one such item, known as the Wrap, a cross between a straitjacket and a sleeping bag. A flight attendant said detainees restrained in the device are strapped upright in their seats or, if less compliant, lengthwise across a row of seats. Getting "burritoed, I call it," the person said.

The Department of Homeland Security's Office for Civil Rights and Civil Liberties investigated the asylum-seekers' complaints and found ICE lacked "sufficient policies" on the Wrap, but how the immigration agency addressed the finding is not publicly known. ICE responded to one lawsuit by

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Use of the Wrap continues. A video from Seattle's Boeing Field taken in February shows officers and guards carrying a wrapped migrant into the cabin of a deportation plane.



0:00 / 0:10

A choppy video feed shows ICE officers and guards carrying a migrant in a full-body restraint into a GlobalX deportation plane at Seattle's Boeing Field in February. OBTAINED BY PROPUBLICA VIA A PUBLIC RECORDS REQUEST

Neither the ICE Air handbook, nor FAA regulations, nor flight attendant training in Miami explained how to empty a plane full of people whose movements were, by design, so severely hampered. Shackled detainees didn't even qualify as "able-bodied" enough to sit in exit rows.

To flight attendants, the restraints seemed at odds with the FAA's "90-second rule," a decades-old manufacturing standard that says an aircraft must be built for full evacuation in 90 seconds even with half the exits blocked.

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The flight attendants are not alone in voicing concerns.

In an interview with ProPublica, Bobby Laurie, an airline safety expert and former flight attendant, called the arrangement on ICE Air flights “disturbing.”

“Part of flight attendant training is locating those passengers who can help you in an evacuation,” Laurie told ProPublica. That would have to be the guards. “But if they have to help you,” who is helping the detainees, Laurie wondered.

According to formal ICE Air incident reports reviewed by [Capital & Main](#), the deportation network had at least six accidents requiring evacuations between 2014 and 2019. In at least two cases, both on a carrier called World Atlantic, the evacuations were led not by flight attendants but by untrained guards. Both took longer than 90 seconds, though not by much: two-and-a-half minutes for the first, “less than 2 minutes” for the next. But in a third case, it took seven minutes for 115 shackled detainees to escape a smoke-filled jet.

In one of the World Atlantic incidents, part of the landing gear broke, a wing caught fire and the smell of burning rubber seeped in, according to investigative records obtained by the University of Washington Center for Human Rights. In an email to ICE Air officials, an agency employee aboard the plane later wrote that flight attendants made no emergency announcements for passengers. The flight attendants simply got themselves out.

The ICE officer, guards and nurse were “confused on what to do and in which direction to exit during distress,” the officer wrote. He said that other than the flight crew, “no one has received any training on emergency evacuation situations.”

The University of Washington’s collection does not include findings or recommendations from ICE based on what happened, and ICE did not say what they were when asked by ProPublica. The National Transportation Safety Board said that after the accident, World Atlantic launched a campaign to reinspect landing gear, gave employees and contractors further training, and revised its procedures for inspections. The airline did not respond to questions from ProPublica.



An ICE Air flight was evacuated in Alexandria, Louisiana, in April 2018 after a piece of the landing gear failed upon touchdown. All detainees were helped off the plane by guards, according to emails to ICE officials from an agency employee who was on board. COURTESY OF THE UNIVERSITY OF WASHINGTON CENTER FOR HUMAN RIGHTS

Other reports obtained by the University of Washington mention fuel spills, loss of cabin air pressure and a “large altercation” on ICE Air after 2019 but no more evacuations, at least as of June 2022. More recent incidents that have been mentioned in the press include [an engine fire](#) last summer on World Atlantic and a failed GlobalX air conditioning unit that [sent 11 detainees to the hospital](#) with “heat-related injuries.”

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The rare guidance some flight attendants said they received on carrying out ICE Air evacuations came during briefings from pilots. What they heard, they said, was chilling and went against their training.

“Just get up and leave,” one recalled a GlobalX pilot telling him. “That’s it. ... Save your life first.”

He understood the instructions to mean that evacuating detainees was not a priority, or even the flight attendants’ responsibility. The detainees were in other people’s hands, or in no one’s.

When asked if they got similar guidance from pilots, three flight attendants said they did not, and one did not answer. Two more, like the first, said pilots gave them instructions that they took to mean they shouldn’t help detainees after opening the exit doors.

“That was the normal briefing,” said a flight attendant from Lala’s class. “If a fire occurs in the cabin, if we land on water, don’t check on the immigrants. Just make sure that you and the guards and the people that work for the government get off.”

“It was as if the detainees’ lives were worthless,” said the other.

The day the girl collapsed on Lala’s flight, the pilot turned the plane around and they crossed back into the United States.

The flight landed in Arizona. Paramedics rushed on board and connected the girl to their own oxygen bottle. They began shuttling her off the plane. Her parents tried to join. But the guards stopped the father.

Shocked, Lala approached the ICE officer in charge. “This is not OK!” she yelled. The mom had seizures. The family needed to stay together.

But the officer said it was impossible. Only one parent could go to the hospital. The other, as Lala understood it, “was going to get deported.”

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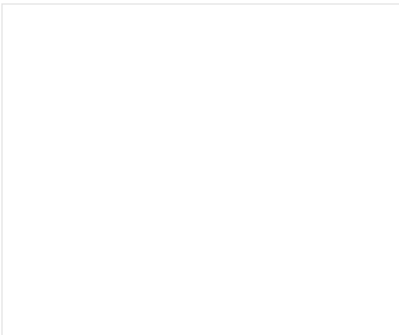
Trump Is Sending Migrants From Around the World to Guantanamo. One Mother Speaks Out About Her Son’s Detention.



Most of the flight attendants who spoke with ProPublica are now gone from GlobalX. Some left because they found other jobs. Some left even though they hadn't. Some left because the charter company, as it focused more and more on deportations, shut down the hub in their city.

Lala eventually left because of the little girl and her family, because she couldn't do the deportation flights anymore. Her GlobalX uniform hung in her closet for a time, a reminder of her career as a flight attendant. Recently, she said, she threw it away.

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She never learned whether the little girl lived or died. Lala just watched her mom follow her off the plane, then watched the dad return to his seat.

"I cried after that," she said. She bought her own ticket home.

 **McKenzie Funk**   

I cover immigration, privacy and climate change from my native Pacific Northwest.

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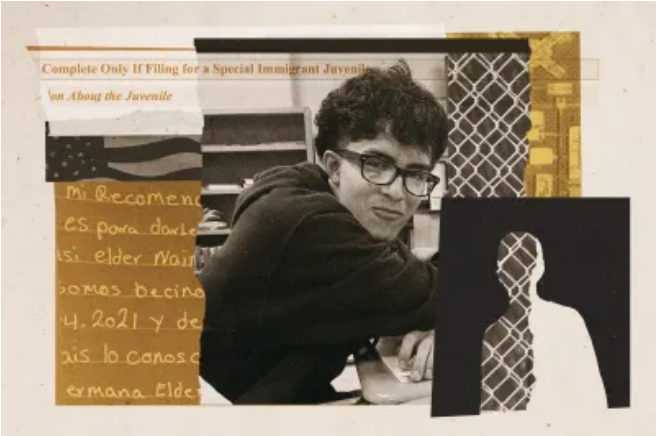
I'm eager to hear from anyone connected to the business of immigration enforcement: technologists, data brokers, activists, airplane pilots, private-prison officials and insiders at ICE, CBP and DHS writ large.

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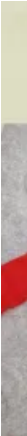
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Just before being put on board her deportation flight, Melissa Tran’s wrists and ankles were shackled to a chain around her waist. It had been more than 10 hours since she’d been given any food or water; for the last seven, she had been sitting on a bus on the tarmac.

There was no company name or logo on the Boeing 767, but she soon learned the airline was called Omni Air International. She’d never heard of it, nor of Stonepeak, the private equity firm that purchased Omni in April 2025, nor of its billionaire CEO, who was an immigrant himself. She had no idea that Omni’s ICE work had quadrupled since the sale or that its flights were getting longer and, because of that, crueler.

There were 10 female deportees clustered in coach, with about 180 men seated behind. Tran noted a variety of accents and ethnicities and wondered how many stops were planned and how long she’d be shackled. When an ICE-contracted guard walked by, she asked about their flight time.

“Where are you from?” he responded. Vietnam, she said—though she hadn’t been there since her family fled when she was 10. The Maryland mother of four had long put a 2001 theft conviction behind her, becoming a health care worker and small-business owner, but at an ICE check-in three days earlier, she was arrested and flown to detention in Alexandria, Louisiana.

The guard winced: “Sorry, you’re the last stop.” He told her she wouldn’t arrive in Hanoi until Thursday. It was Monday night in Louisiana.

Stonepeak, which manages \$80 billion in investor funds, specializes in recession-resistant infrastructure investments—utility companies, airports, toll roads, shipping and logistics firms. *Forbes* estimates its Australian-born co-founder, Michael Dorrell, is worth \$8.5 billion, a fortune made through his “bet on boring,” as one podcast interviewer recently put it.

“It matches my personality,” Dorrell jokingly agreed. The 52-year-old’s one public extravagance appears to be real estate, purchasing a \$34 million waterfront mansion in Coral Gables, Florida; a \$41 million Manhattan townhouse from David Koch’s widow; and a \$150 million private island paradise in Palm Beach, Florida, less than two miles from Mar-a-Lago, all in the last few years.

Information about Stonepeak’s acquisition of Air Transport Services Group, Omni’s parent company, is scarce, comprising just two press releases: one from the day before the 2024 election announcing a \$3.1 billion all-cash sale and another five months later announcing its conclusion.

Both emphasized ATSG’s subsidiaries in cargo transport (including planes leased to Amazon), ground services, aircraft leasing, and maintenance, with only passing mention of its charter airline, Omni, described as “a leading supplemental provider of passenger transport for the US Department of Defense and other agencies.” Nowhere do they say that for years, Omni has been the only large-jet airline flying shackled passengers on long-haul ICE flights to Africa and Asia.

Like Dorrell, Omni has a knack for staying under the radar, even as its profits soar from President Donald Trump’s migrant crackdown; Omni, ATSG, and Stonepeak did not respond to detailed questions. But since the sale, Omni has flown thousands of deportees delivered to its planes by ICE.



Immigrants, shackled at their wrists, waist, and ankles, are searched before being put on an ICE charter flight in Kansas City. (Editorial stock photo; may not depict Omni aircraft.) **Kansas City Star/Getty**

Last May, Omni transported migrants whom ICE had expelled to Panama months earlier to their countries of origin in Africa and Asia, despite many having valid asylum claims and credible fears of what could happen after returning. It took dozens of Russians to Egypt in August and December, where they were forced on planes to Moscow. At least one antiwar dissident was taken by Russian authorities upon arrival, according to witnesses, and is now missing.

Since September, Omni has transported more than 47 migrants to Ghana, a country where they had no ties. At least some—perhaps all—had US court orders barring deportation to their countries of origin, including a 21-year-old survivor of female genital mutilation and a grandmother from Sierra Leone who had been in the United States for three decades. Ghana's government forced many to return to their home countries anyway, or to cross the border into Togo without identification, rendering them effectively stateless.

“You don’t have to torture people. They’re not going anywhere—they’re on a plane.”

Omni transported about 100 Iranian asylum seekers to Qatar in September and Kuwait in December, where they were put on Tehran-bound planes. One passenger told the *New York Times* that he was so afraid of going back he attempted suicide the day of his flight.

On October 24, Omni flew an Alabama father to Laos who was expelled by ICE despite a court order barring removal because he had a valid claim to US citizenship. On November 17, the airline transported 50 Ukrainians to Poland who were then taken to Ukraine, despite domestic and international law prohibiting repatriation to war zones.

These stories are likely the tip of the iceberg. In the eight months following Stonepeak's acquisition, public flight data suggests Omni carried out 77 trips under ICE subcontracts, making 194 stops in 42 countries, including authoritarian regimes like Cambodia, Cameroon, China, Cuba, the Democratic Republic of Congo, Laos, Uzbekistan, Venezuela, and Vietnam. Over the same period in 2024, records suggest Omni flew only 20 ICE trips to just 14 countries.

It is unclear how much the nearly fourfold jump is based on changing corporate strategy and how much is just increased demand. Overall, ICE removal flights began climbing last April and are up 41 percent under Trump, according to Human Rights First.

Taking Off

Since Omni's April sale to Stonepeak, a private equity firm, the charter airline is operating more—and longer—deportation flights.

Flights lasting less than 24 hours
Flights lasting more than 24 hours

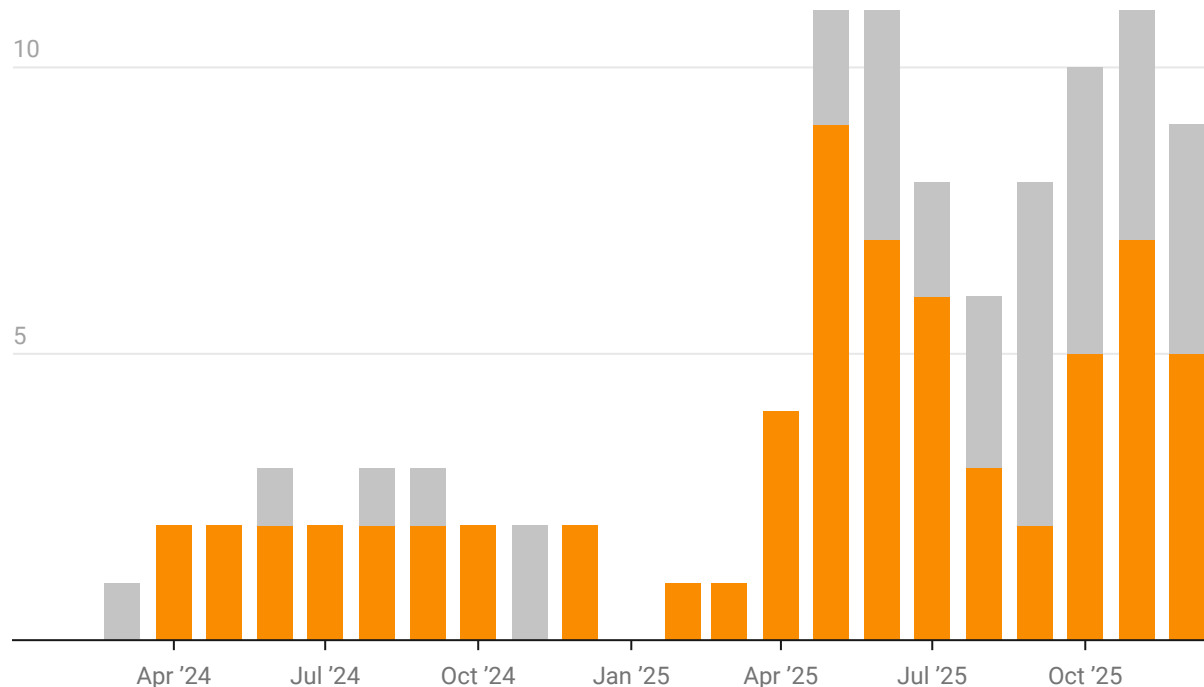


Chart: Gillian Brockell and Mother Jones • Source: Minimum figures based on public flight data; length calculated from departure to final likely removal stop • [Get the data](#)

But beyond facilitating potential human rights abuses, Omni's flights themselves are becoming increasingly inhumane. In 2024, only six trips lasted more than 24 hours, with the longest lasting 38 hours. But of the 77 trips carried out between Stonepeak's mid-April purchase and the end of 2025, 31 lasted between 24 and 50 hours before the final stop. Migrants onboard until then would have spent all that time, and likely more, shackled. A man deported to Laos in October told me he was shackled for 73 hours after his Omni plane unexpectedly returned to Louisiana, which flight data confirms. He and nearly 200 others were kept restrained overnight before a second takeoff; at least 20 elderly deportees were so weak from sleeping on the floor that they needed to be pushed across the tarmac in wheelchairs and carried to their airplane seats, he said.

Flight data shows an Omni ICE flight out of El Paso, Texas, made a similar return in December before restarting its deportation journey. An immigration attorney told me a Vietnamese client onboard was shackled for more than 80 hours.

Shackling people for long periods “is dangerous on so many different levels,” said Judy Melinek, a forensic pathologist whose research backed a congressional inquiry about the safety of detained migrants. It is painful and can cause swelling, bruising, cuts, and permanent nerve damage. Shackled passengers are at a “very high” risk of developing blood clots in their legs that can be deadly if they travel to the heart or lungs, Melinek said, because ICE's guards control when, and if, they can drink water or move around.

Migrants have also said they sometimes soil themselves in their seats. Even when permitted to use the lavatory, many say it is difficult to adequately clean themselves while shackled. Migrants on Omni flights to Africa have reported

verbal and physical abuse by ICE agents and guards, and being put in straitjacket-like devices and hoods for minor infractions.

“You don’t have to torture people,” Melinek said. “They’re not going anywhere—they’re on a plane.”

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ICE and the Department of Homeland Security did not answer detailed questions, including whether they track injuries or deaths caused by their practices on deportation flights. DHS spokesperson Tricia McLaughlin insisted shackling is “in line with established legal standards” and “an essential measure to ensure the safety and well-being of both detainees and the officers/agents accompanying them.”

It’s hard to know how much Stonepeak makes off this misery, especially now that ATSG is privately held and no longer releases earnings reports. A 2023 pricing sheet from ICE’s flight broker lists the aircraft in Omni’s fleet as costing at least \$20,475 per flight hour, plus expenses. This does not appear to include a “special high risk” fee added to Omni’s African and Asian flights.

An ICE document obtained by *Quartz* shows the agency paid Omni \$33,500 an hour for a 2019 flight to Bangladesh, India, and Vietnam. With expenses, the trip cost \$1.8 million, prompting a flight broker to complain Omni could charge high prices because other airlines “are discouraged by the potential of public backlash.”



ICE requires that the people it expels by air be shackled for their full flight, which, one medical expert warns, “is dangerous on so many different levels.” (Editorial stock photo; may not depict Omni aircraft.) **Michael Gonzalez/Getty**

Omni’s sale to private equity might appear to have insulated it from public pressure, but according to Pitchbook, a private market data broker, most Stonepeak investors are nonprofits and public pension funds, including many based in blue states. A representative for one of the largest, the New York State Common Retirement Fund, said it had not been aware of Omni’s role in deportation flights but had “contacted Stonepeak to seek additional information and understand how these serious issues are being addressed.”

Melissa Tran was shackled on her Omni flight for 42 hours, during which she said her wrists became “dented” and red. While stopped in Romania, India, and Nepal, guards allowed passengers to stand and stretch—one row at a time, one minute per row.

“My body was aching,” she said, adding that she never slept, because “every time I closed my eyes, I thought about my children” and would sob. She glimpsed an Omni flight attendant only once, up in first class, serving guards and ICE agents, who were mostly indifferent—though the guard who spoke to her about the flight said he would pray for her.

Still, she said, “I felt like I was less than an animal.”

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POLITICS & POLICY

Parking meter hearing delayed amid debate over Stonepeak deal

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(WTTW News)



By **Justin Laurence**

June 15, 2026 03:43 PM CDT

Chicago aldermen postponed a key hearing on the proposed sale of the city's parking meter lease, buying themselves more time to determine whether they can force concessions from the buyer of one of the city's most unpopular public-private deals.

The delay also gives City Council members additional time to investigate Stonepeak Partners' ties to an airline that transports immigrants for federal authorities, an issue that has emerged as a potential obstacle to approval of the transfer.

Finance Committee chair Ald. Pat Dowell, 3rd, today rescheduled a hearing until June 25.

The delay will allow aldermen to review hundreds of pages of documents submitted by Stonepeak Partners, a New York-based private equity firm, and consult with Jones Day, outside counsel retained by the City Council, as they consider whether the transfer gives them leverage to improve the city's much-criticized parking meter deal.

Some aldermen hope to withhold approval of the transfer unless Stonepeak agrees to concessions that improve the concession agreement for taxpayers, who will see the city's parking revenue flow to private investors for another 57 years after the city agreed to a 75-year lease in 2008.

Stonepeak also extended the deadline for City Council action on the transfer until late July, providing space to hold a hearing and vote ahead of the Council's traditional August recess.

Stonepeak also disclosed that it is considering selling Omni Air International, an airline owned through one of its subsidiaries that contracts with federal immigration authorities to transport detainees and deportees.

Fifteen aldermen sent a letter last week expressing concern that a Stonepeak subsidiary, Air Transport Services Group, acquired Omni Air International, which has a contract with the U.S. Department of Homeland Security to transport immigrants who've been swept up in federal raids.

Stonepeak addressed the concerns in documents submitted ahead of the hearing. The concession agreement allows aldermen to weigh the company's "background and reputation" when deciding whether to approve the transfer.

Dowell said it's too soon to say whether the City Council will reject the transfer.

"I think we need to have more information on what that relationship is between Stonepeak and ... Omni International, but that's probably one of the items that could be considered," she said.

In its response to the aldermanic letter, Stonepeak said it was aware of Omni's ties to immigration enforcement when it was acquired, but now is considering selling off the company.

"In response to escalation of ICE activities across the U.S. that occurred after we entered into the transaction, we have taken action to confirm ATSG and Omni's policies and training surrounding deportee treatment, incident history, and reporting protocols. In addition, the board of ATSG continues to evaluate all other contractual

and strategic alternatives available with regards to Omni, including sale of our Omni subsidiary or its business with ICE,” the company said in a letter to aldermen.

The letter claimed Omni does not handle deportation flights that include children separated from their parents.

“Most of the largest commercial airlines in the U.S. have also operated flights for ICE and transported deportees on regularly-scheduled commercial flights. Unlike other major airlines, Omni refuses deportation/immigration related flights that include children separated from their parents. Omni personnel do not interact with passengers as ICE agents handle all passenger interactions,” the letter said.

Aldermen are still trying to determine whether the transfer represents a rare chance to extract concessions from the city’s much-criticized parking meter agreement or a legal and financial trap best left untouched.

The concession agreement gives the city little power to rewrite the terms of the deal. But a separate ordinance requiring City Council approval of any change in control has given some aldermen hope they can pressure Stonepeak to negotiate.

A separate group of 22 aldermen has pledged to vote against the transfer, criticizing Mayor Brandon Johnson for failing to adequately brief the City Council on the city’s own effort to buy out the remainder of the lease.

The city briefly pursued its own bid to buy out the remainder of the parking meter lease, but Johnson later withdrew, saying the potential financial upside did not justify the risk.

Since introducing the ordinance authorizing the transfer, Johnson’s office has told aldermen the administration can only provide technical assistance as requested, but is prohibited from negotiating potential concessions from Stonepeak.

Johnson submitted an initial bid of around \$3 billion to begin negotiations, but backed out after the city determined it would require issuing 40-year bonds with little certainty the annual revenue would be sustained as advancing technology changes how people move through the city’s streets.

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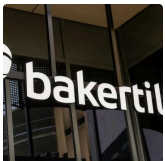


POLITICS & POLICY

Greg Hinz: The Bears' Indiana stadium move may be a boon for the White Sox

I'm not saying a Sox stadium deal is a sure thing, but it sure looks more likely today than it did a few days ago.

By: Greg Hinz



BANKING & FINANCE

Baker Tilly moving headquarters out of Chicago with acquisition of New York's Anchin

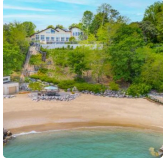
By: Mark Weinraub



RESTAURANTS

Another new riverfront restaurant adds to the north bank's culinary refresh

By: Ally Marotti



RESIDENTIAL REAL ESTATE

House with 'fantastic beach' brings in Highland Park's highest home price in 11 years

By: Dennis Rodkin

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Reg. No.	Callsign	Departure	Departure Cities	Arrival Countries in Order (>=Likely Fuel/Crew Stops	Incident/s	Link	*This flight began a day earlier, according to passenger Vinnie Thongthiou
N468AX	OAE3222	4/23/2025	Harlingen, Miami, Gitmo	Honduras	Migrants held at GITMO		
N486AX	OAE3223	4/25/2025	Fort Worth, Harlingen	Venezuela			
N378AX	OAE3242	5/2/2025	Harlingen	Honduras			
N486AX	OAE3244	5/2/2025	Fort Worth, Harlingen	Venezuela			
N225AX	OAE3148	5/6/2025	Panama	(Senegal), Cameroon, Kenya, India, Nepal	Third-country rer US/Panama: Mass Expulsion of Third-Country Nationals Human Rights Watch		
N486AX	OAE3257	5/7/2025	Fort Worth,, Harlingen	Honduras			
N486AX	OAE3256	5/9/2025	Fort Worth, Harlingen	Venezuela			
N486AX	OAE3297	5/14/2025	Fort Worth, Harlingen	Venezuela			
N486AX	OAE3296	5/16/2025	Fort Worth, Harlingen	Honduras			
N486AX	OAE3317	5/20/2025	Fort Worth, Harlingen, El Paso	Venezuela			
N423AX	OAE3327	5/26/2025	Fort Worth	Laos, Vietnam	Prolonged shackling (31+ hours)	https://static1.squarespace.com/static/5e221cacff87ba2d2833cf54/t/683e3abe5cbcc22f5dce1067/1748908738621/ICE+Air+MayTHCPDF.pdf	
N486AX	OAE3372	5/29/2025	Fort Worth,, Harlingen, El Paso	Venezuela			
N828AX	OAE3330	5/30/2025	Alexandria	(Romania), Georgia, Armenia			
N225AX	OAE3318	6/3/2025	Fort Worth,	China, South Korea	Prolonged shackled (40+ hours)		
N486AX	OAE3395	6/3/2025	Fort Worth, Harlingen, El Paso	Honduras			
N423AX	OAE3396	6/5/2025	Harlingen, El Paso	Venezuela			
N486AX	OAE3331	6/7/2025	Mesa	Bangladesh, Nepal, India	Prolonged shackling (34+ hours)		
N378AX	OAE3413	6/10/2025	Harlingen, El Paso	Venezuela			
N486AX	OAE3328	6/12/2025	Fort Worth	(Romania), Egypt, Kenya	Chain refoulement of Russian asylum-seekers via Egypt		
N486AX	OAE3428	6/17/2025	Harlingen, El Paso	Venezuela			
N225AX	OAE3392	6/18/2025	Mesa	Mauritania, (Senegal), Nigeria, Cameroon, DRC, Angola	Mauritanians sent back to slavery; Prolonged shackling (33+ hours)		
N486AX	OAE3439	6/19/2025	Alexandria	Peru, Chile, Argentina			
N486AX	OAE3414	6/23/2025	Seattle, Harlingen, El Paso	Venezuela			
N828AX	OAE3393	6/24/2025	Fort Worth	(Romania), India			
N423AX	OAE3470	7/2/2025	El Paso	Venezuela			
N351AX	OAE3483	7/9/2025	Seattle (Boeing), Harlingen	Honduras			
N378AX	OAE3521	7/16/2025	Harlingen, Gitmo	Honduras			
N207AX	OAE3445	7/17/2025	Alexandria, Gitmo	(Senegal), Kenya	Prolonged shackling 27+ hours		
N351AX	OAE3516	7/18/2025	Harlingen	Brazil, Peru, Ecuador			
N378AX	OAE3526	7/23/2025	Harlingen	Honduras			
N378AX	OAE3531	7/24/2025	Harlingen, Gitmo	Brazil, Peru, Ecuador	Migrants held at GITMO; prolonged shackling 27+ hours		
N351AX	OAE3537	7/30/2025	Harlingen	Honduras			
N423AX	OAE3555	8/6/2025	Harlingen	Honduras			
N423AX	OAE3560	8/13/2025	Alexandria	Colombia, Brazil			
N468AX	OAE3583	8/20/2025	Alexandria	Colombia, Brazil, Chile	Prolonged shackling 27+ hours		
N846AX	OAE3557	8/26/2025	Mesa, Gitmo	Egypt, (Qatar), India	Chain refoulement of Russians via Egypt	https://www.nytimes.com/2025/09/16/world/europe/trump-russia-war-deportations-vovchenko.html	
N486AX	OAE3584	8/27/2025	Alexandria	Colombia, Brazil, Chile	Prolonged shackling 26+ hours		
N207AX	OAE3606	8/28/2025	Alexandria	Cuba			
N378AX	OAE3585	9/3/2025	Alexandria	Colombia, Brazil			
N828AX	OAE3602	9/3/2025	Mesa	(Rom.), (Qat.), Pakistan, Nepal, Bangladesh, Cambodia, Laos, Vietnam	Prolonged shackling 50+ hours		
N378AX	OAE3608	9/5/2025	Alexandria	(Rom.), Armenia, Georgia, Azerbaijan, Uzbekistan, Kazakhstan	Prolonged shackling 41+ hours		
N378AX	OAE3642	9/10/2025	Alexandria	Colombia, Brazil, Argentina			
N486AX	OAE3615	9/10/2025	Mesa, Gitmo	(Senegal), Mauritania, Nigeria, Ghana, Cameroon, DRC	Third-country deportation of 14 people to Ghana	https://www.enca.com/news/west-africans-deported-us-ghana-dumped-togo-without-papers	
N486AX	OAE3669	9/17/2025	Alexandria	Colombia, Brazil			
N486AX	OAE3652	9/23/2025	Mesa	(Romania), India	Prolonged shackling 26+ hours		
N468AX	OAE3675	9/24/2025	Alexandria	Colombia, Brazil, Chile	Possible onboard suicide (flight attendant interview); Prolonged shackled 26+ hours		
N819AX	OAE3657	9/30/2025	Alexandria	(Egypt), Qatar, Jordan	Chain refoulement Russians and U.S. Deports Pload of Iranians After Deal With Tehran, Officials Say - The New York Times		
N225AX	OAE3671	10/1/2025	Mesa	(Senegal), Mauritania, Morocco	Deportation of Mauritians to slavery		
N468AX	OAE3720	10/1/2025	Alexandria	Colombia, Brazil			
N207AX	OAE3674	10/8/2025	Mesa	(Romania), Armenia, Georgia, Uzbekistan, Pakistan	37+ hours to Pakistan		
N378AX	OAE3734	10/8/2025	Alexandria	Colombia, Brazil			
N207AX	OAE3710	10/12/2025	El Paso, Mesa	Ghana, Nigeria, Angola	Third-country deporton of 14 people to Ghana, Prolonged shackling 31+ hours		
N423AX	OAE3761	10/15/2025	Alexandria	Colombia, Brazil			
N423AX	OAE3776	10/17/2025	Harlingen	Ecuador, Peru			
N423AX	OAE3774	10/22/2025	Alexandria	Colombia, Brazil, Chile	Prolonged shackling 25+ hours		
N819AX	OAE3747	10/24/2025	Alexandria	(Romania), India, Sri Lanka, Cambodia, Laos, Vietnam	Man deported to Laos against court order; Man deported to Laos despite court order blocking his removal, attorneys say - POLITICO		
N486AX	OAE3792	10/29/2025	Alexandria	Colombia, Brazil			
N846AX	OAE3763	11/5/2025	El Paso	(Romania), India, Laos, Vietnam	Prolonged shackling 34+ hours		
N486AX	OAE3812	11/5/2025	Alexandria	Colombia, Brazil			
N225AX	OAE3822	11/6/2025	Alexandria	(Senegal), Ghana	Third-country deportation of 19 people to Ghana	Woman deported from Maryland shown on video dragged in Ghana – NBC4 Washington	
N486AX	OAE3839	11/13/2025	Harlingen	Ecuador, Peru			
N486AX	OAE3787	11/17/2025	Mesa	Poland, (Romania), Azerbaijan, Georgia, (Bulgaria), Albania	Chain refoulement of Ukrainians to U.S. sends 50 people to Ukraine amid war with Russia : NPR		
N423AX	OAE3833	11/18/2025	Alexandria	(Romania), India, Nepal, Vietnam	Prolonged shackling 42+ hours	Melissa Tran set for deportation to Vietnam - The Baltimore Banner	

Registration N	Callsign	Date	Domestic Departures	US Fuel/Crew Stops	Arrivals (Likely Fuel/Crew Stops in Parentheses)	Time Elapsed to Final Stop		
N234AX	OAE1794	3/2/2024	FWA		(Romania), Uzbekistan, Georgia, Albania	31 hours to Georgia		
N378AX	OAE2104	4/18/2024	Baltimore, Alexandria		Nicaragua	10 hours to Nicaragua		
N468AX	OAE2180	5/16/2024	FWA, Alexandria		Nicaragua	8 hours to Nicaragua		
N234AX	OAE2248	5/30/2024	FWA, Alexandria		Nicaragua	9 hours to Nicaragua		
N225AX	OAE2169	6/5/2024	FWA		(Romania, Uzbekistan, Georgia, (Albania)	24 hours to Georgia		
N486AX	OAE2271	6/27/2024	Baltimore, Alexandria		Nicaragua	10 hours to Nicaragua		
N207AX	OAE2269	6/29/2024	FWA	Alaska	China, South Korea	23 hours to South Korea		
N342AX	OAE2318	7/11/2024	FWA, Alexandria		Nicaragua	8 hours to Nicaragua		
N351AX	OAE2322	7/25/2024	Baltimore, Alexandria		Nicaragua	10 hours to Nicaragua		
N378AX	OAE2411	8/8/2024	Baltimore, Alexandria		Nicaragua	9 hours to Nicaragua		
N225AX	OAE2324	8/21/2024	FWA		(Romania), Uzbekistan,Tajikistan, Georgia, (Albania)	26 hourst to Georgia		
N378AX	OAE2465	8/22/2024	FWA, Alexandria		Nicaragua	8 hours to Nicaragua		
N342AX	OAE2530	9/5/2024	Seattle, Alexandria		Nicaragua	14 hours to Nicaragua		
N207AX	OAE2570	9/6/2024	Panama		(Ireland), (Bulgaria), India	27 hours to India	This flight was paid for by the US c	
N342AX	OAE2590	9/19/2024	Baltimore, Alexandria		Nicaragua	12 hours to Nicaragua		
N225AX	OAE2591	10/15/2024	FWA	Alaska	China, South Korea	23 hours to South Korea		
N225AX	OAE2612	10/22/2024	FWA		Romania, India	21 hours to India		
N207AX	OAE2735	11/18/2024	Panama		(Ireland), (Bulgaria), India, Vietnam	38 hours to Vietnam	This flight was paid for by the US c	
N234AX	OAE2827	11/26/2024	Baltimore	Alaska	China, South Korea	27 hours to China		
N234AX	OAE2752	12/9/2024	FWA	Alaska	China, South Korea	21 hours to China		
N846AX	OAE2705	12/10/2024	FWA, Miami		Brazil	12 hours to Brazil		
Apr11-Dec31 = 20 ICE trips, making 39 international stops in 14 countries								
Of those, only five exceeded 24 hours, with the longest being 38 hours.								
Romania								
Uzbekistan								
Georgia								
Albania								
Nicaragua								
China								
South Korea								
Bulgaria								
Ireland								
Tajikistan								
India								
Brazil								
Vietnam								

Reg. No.	Callsign	Departure Date	Departure Cities	US Fuel/Crew Stops	Arrival Countries in Order (Likely Fuel/Crew Stops in Parentheses)	Time Elapsed to Final Stop	Notes	Links
N486AX	OAE3002	2/4/2025	Fort Worth Alliance (FWA), Alexandria		Ecuador	11 hours to Ecuador		
N342AX	OAE3154	3/23/2025	FWA, Harlingen, El Paso		Honduras	12 hours to Honduras		
N342AX	OAE3165	4/3/2025	FWA, Harlingen		Honduras	8 hours to Honduras		
N342AX	OAE3208A	4/10/2025	FWA, Harlingen		Honduras	8 hours to Honduras		
N468AX	OAE3222	4/23/2025	Harlingen, Miami, Gitmo		Honduras	11 hours to Honduras		
N486AX	OAE3223	4/25/2025	FWA, Harlingen		Venezuela	9 hours to Venezuela		
N378AX	OAE3242	5/2/2025	Harlingen		Honduras	2 hours to Honduras		
N486AX	OAE3244	5/2/2025	FWA, Harlingen		Venezuela	9 hours to Venezuela		
N225AX	OAE3148	5/6/2025	Panama		(Senegal), Cameroon, Kenya, India, Nepal	35 hours to Nepal	3rd country/refoulement	US/Panama: Mass Expulsion of Third-Country Nationals Human Rights Watch
N486AX	OAE3257	5/7/2025	FWA, Harlingen		Honduras [10]	7 hours to Honduras		
N486AX	OAE3256	5/9/2025	FWA, Harlingen		Venezuela	10 hours to Venezuela		
N486AX	OAE3297	5/14/2025	FWA, Harlingen		Venezuela	9 hours to Venezuela		
N486AX	OAE3296	5/16/2025	FWA, Harlingen		Honduras	7 hours to Honduras		
N486AX	OAE3317	5/20/2025	FWA, Harlingen, El Paso	San Juan	Venezuela	17 hours to Venezuela		
N423AX	OAE3327	5/26/2025	FWA	Hawaii, Guam	Laos, Vietnam	31 hours to Vietnam	First large jet to Laos on record, small jet 9/22. First large jet to Vietnam since 3/21, small jet 6/23	https://static1.squarespace.com/static/5e221cacff87ba2d2833cf54/t/683e3abe5cbc22f5dce1067/1748908738621/ICE+Air+MayT+HCPDF.pdf
N486AX	OAE3372	5/29/2025	FWA, Harlingen, El Paso	San Juan	Venezuela	22 hours to Venezuela		

Reg. No.	Callsign	Departure Date	Departure Cities	US Fuel/Crew Stops	Arrival Countries in Order (Likely Fuel/Crew Stops in Parentheses)	Time Elapsed to Final Stop	Notes	Links
N828AX	OAE3330	5/30/2025	Alexandria		(Romania), Georgia, Armenia [20]	17 hours to Armenia		
N225AX	OAE3318	6/3/2025	FWA	Anchorage	China, South Korea	40 hours to China		
N486AX	OAE3395	6/3/2025	FWA, Harlingen, El Paso, Miami, Gitmo		Honduras	21 hours to Honduras		
N423AX	OAE3396	6/5/2025	FWA, Harlingen, El Paso	San Juan	Venezuela	17 hours to Venezuela		
N486AX	OAE3331	6/7/2025	Mesa	Honolulu, Guam	Bangladesh, Nepal, India	34 hours to India		
N378AX	OAE3413	6/10/2025	Harlingen, El Paso	San Juan	Venezuela	12 hours to Venezuela		
N486AX	OAE3328	6/12/2025	FWA	Baltimore	(Romania), Egypt, Kenya [31]	34 hours to Kenya	Possible chain refoulement of Russian dissidents	
N486AX	OAE3428	6/17/2025	Harlingen, El Paso	San Juan	Venezuela	12 hours to Venezuela		
N225AX	OAE3392	6/18/2025	Mesa	Baltimore	Mauritania, (Senegal), Nigeria, Cameroon, DRC, Angola	33 hours to Angola		
N486AX	OAE3439	6/19/2025	FWA, Alexandria		Peru, Chile, Argentina [41]	23 hours to Argentina		
N486AX	OAE3414	6/23/2025	Seattle, Harlingen, El Paso	San Juan	Venezuela	22 hours to Venezuela		
N828AX	OAE3393	6/24/2025	FWA		(Romania), India	22 hours to India		
N423AX	OAE3470	7/2/2025	El Paso	San Juan	Venezuela	8 hours to Venezuela		
N351AX	OAE3483	7/9/2025	Seattle (Boeing), Harlingen		Honduras	10 hours to Honduras		
N378AX	OAE3521	7/16/2025	Harlingen, Gitmo		Honduras	7 hours to Honduras		
N207AX	OAE3445	7/17/2025	Alexandria, Gitmo	San Juan	(Senegal), Kenya	27 hours to Kenya		
N351AX	OAE3516	7/18/2025	Harlingen		Brazil, Peru, Ecuador [52]	23 hours to Ecuador		
N378AX	OAE3526	7/23/2025	Harlingen		Honduras	3 hours to Honduras		
N378AX	OAE3531	7/24/2025	Harlingen, Gitmo		Brazil, Peru, Ecuador	27 hours to Ecuador		
N351AX	OAE3537	7/30/2025	FWA, Harlingen		Honduras	8 hours to Honduras		
N423AX	OAE3555	8/6/2025	FWA, Harlingen		Honduras	8 hours to Honduras		
N423AX	OAE3560	8/13/2025	FWA, Alexandria		Colombia, Brazil [60]	19 hours to Brazil		
N468AX	OAE3583	8/20/2025	FWA, Alexandria		Colombia, Brazil, Chile	26 hours to Chile		

Reg. No.	Callsign	Departure Date	Departure Cities	US Fuel/Crew Stops	Arrival Countries in Order (Likely Fuel/Crew Stops in Parentheses)	Time Elapsed to Final Stop	Notes	Links
								https://www.nytimes.com/2025/09/16/world/europe/trump-russia-war-deportation-s-vovchenko.html
N846AX	OAE3557	8/26/2025	Mesa, Gitmo	San Juan	Egypt, (Qatar), India	32 hours to India	Transfer deport/chain refoulement of Russians, dissident disappeared	
N486AX	OAE3584	8/27/2025	FWA, Alexandria		Colombia, Brazil, Chile	26 hours to Chile		
N207AX	OAE3606	8/28/2025	Alexandria		Cuba [70]	2 hours to Cuba		
N378AX	OAE3585	9/3/2025	Alexandria		Colombia, Brazil	13 hours to Brazil		
N828AX	OAE3602	9/3/2025	Mesa	Baltimore	(Romania), (Qatar), Pakistan, Nepal, Bangladesh, Cambodia, Laos, Vietnam [80]	50 hours to Vietnam	Longest trip recorded	
N378AX	OAE3608	9/5/2025	FWA, Alexandria		(Romania), Armenia, Georgia, Azerbaijan, Uzbekistan, Kazakhstan	41 hours to Kazakhstan		
N378AX	OAE3642	9/10/2025	FWA, Alexandria		Colombia, Brazil, Argentina [89]	24 hours to Argentina		
								https://www.enca.com/news/west-africans-deported-us-ghana-dumped-togo-without-papers
N486AX	OAE3615	9/10/2025	Mesa, Gitmo	San Juan	(Senegal), Mauritania, Nigeria, Ghana, Cameroon, DRC	41 hours to DRC	14 third-country nationals to Ghana prison, transfer deport	
N486AX	OAE3669	9/17/2025	FWA, Alexandria		Colombia, Brazil	19 hours to Brazil		
N486AX	OAE3652	9/23/2025	Mesa	Baltimore	(Romania), India	26 hours to India		
N468AX	OAE3675	9/24/2025	FWA, Alexandria		Colombia, Brazil, Chile [102]	26 hours to Chile		
								U.S. Departs Planeload of Iranians After Deal With Tehran. Officials Say - The New York Times
N819AX	OAE3657	9/30/2025	Alexandria	San Juan	(Egypt), Qatar, Jordan	31 hours to Jordan	Transfer deport/chain refoulement of 55 Iranians	

Reg. No.	Callsign	Departure Date	Departure Cities	US Fuel/Crew Stops	Arrival Countries in Order (Likely Fuel/Crew Stops in Parentheses)	Time Elapsed to Final Stop	Notes	Links
N225AX	OAE3671	10/1/2025	Mesa	Baltimore	(Senegal), Mauritania, Morocco	26 hours to Morocco		
N468AX	OAE3720	10/1/2025	FWA, Alexandria		Colombia, Brazil [110]	19 hours to Brazil		
N207AX	OAE3674	10/8/2025	Mesa	Baltimore	(Romania), Armenia, Georgia, Uzbekistan, Pakistan	37 hours to Pakistan		
N378AX	OAE3734	10/8/2025	FWA, Alexandria		Colombia, Brazil	19 hours to Brazil		
N207AX	OAE3710	10/12/2025	El Paso, Mesa	Baltimore	Ghana, Nigeria, Angola [120]	31 hours to Angola	14 third-country nationals to Ghana prison/transfer deport	
N423AX	OAE3761	10/15/2025	FWA, Alexandria		Colombia, Brazil	19 hours to Brazil		
N423AX	OAE3776	10/17/2025	FWA, Harlingen		Ecuador, Peru	13 hours to Peru		
N423AX	OAE3774	10/22/2025	FWA, Alexandria		Colombia, Brazil, Chile	25 hours to Chile		
N819AX	OAE3747	10/24/2025	Alexandria	Baltimore	(Romania), India, Sri Lanka, Cambodia, Laos, Vietnam [133]	47 hours to Vietnam*	Laotian deported despite court order	Man deported to Laos despite court order blocking his removal, attorneys say - POLITICO
N486AX	OAE3792	10/29/2025	FWA, Alexandria		Colombia, Brazil	18 hours to Brazil		
N846AX	OAE3763	11/5/2025	El Paso	Baltimore	(Romania), India, Laos, Vietnam	34 hours to Vietnam		
N486AX	OAE3812	11/5/2025	FWA, Alexandria		Colombia, Brazil [141]	18 hours to Brazil		
N225AX	OAE3822	11/6/2025	FWA, Alexandria		(Senegal), Ghana	19 hours to Ghana	19 third-country nationals (confirmed by Ghana source)	Woman deported from Maryland shown on video dragged in Ghana - NBC4 Washington
N486AX	OAE3839	11/13/2025	FWA, Harlingen		Ecuador, Peru	13 hours to Peru		

Reg. No.	Callsign	Departure Date	Departure Cities	US Fuel/Crew Stops	Arrival Countries in Order (Likely Fuel/Crew Stops in Parentheses)	Time Elapsed to Final Stop	Notes	Links
N486AX	OAE3787	11/17/2025	Mesa	Baltimore	Poland, (Romania), Azerbaijan, Georgia, (Bulgaria), Albania [151]	34 hours to Albania	Transfer deport of Ukrainians to warzone	U.S. sends 50 people to Ukraine amid war with Russia - NPR
N423AX	OAE3833	11/18/2025	FWA, Alexandria	Baltimore	(Romania), India, Nepal, Vietnam	40 hours to Vietnam	Melissa Tran, Hagerstown mom	Melissa Tran set for deportation to Vietnam - The Baltimore Banner
N846AX	OAE3858	11/19/2025	FWA, Alexandria		Colombia, Brazil	18 hours to Brazil		
N351AX	OAE3852	11/20/2025	FWA, Alexandria		Cuba	5 hours to Cuba		
N468AX	OAE3857	11/20/2025	Harlingen		Ecuador, Peru [160]	8 hours to Peru		
N225AX	OAE3847	11/26/2025	El Paso	Baltimore	(Romania), India, Bangladesh, Vietnam	38 hours to Vietnam		
N468AX	OAE3861	11/27/2025	Alexandria		Colombia, Brazil, Chile	18 hours to Chile		
N468AX	OAE3866	12/7/2025	FWA, Alexandria	Baltimore	(Bulgaria), India, Bangladesh [170]	34 hours to Bangladesh		
N207AX	OAE3832	12/7/2025	Mesa	Baltimore	Egypt, Kuwait	23 hours to Kuwait	Transfer deport of Russians and Iranians	
N468AX	OAI3889	12/11/2025	FWA, Harlingen		Ecuador, Peru	13 hours to Peru		
N468AX	OAE3895	12/14/2025	FWA, Alexandria		Colombia, Brazil	17 hours to Brazil		
N486AX	OAE3848	12/15/2025	Alexandria, Victorville	Anchorage	South Korea, China	27 hours to China		
N846AX	OAE3876	12/16/2025	El Paso	Baltimore	(Bulgaria), India, Nepal, Laos, Vietnam [183]	37 hours to Vietnam	Aborted flight the previous day, remained shackled additional 22 hours	
N207AX	OAE3906	12/18/2025	FWA, Harlingen	Bangor	(Senegal), Liberia, Ghana, Nigeria, Cameroon, Kenya	41 hours to Kenya		
N225AX	OAE3931	12/22/2025	FWA, Alexandria		Colombia, Brazil, Chile [192]	23 hours to Chile		
N468AX	OAE3955	12/31/2025	FWA, Alexandria	San Juan	Ecuador, Brazil [194]	23 hours to Brazil		
Apr11-Dec31 = 77 trips, making 194 international stops in 42 countries.								
Of those, 31 lasted more than 24 hours, with the longest lasting 50 hours.								

Reg. No.	Callsign	Departure Date	Departure Cities	US Fuel/Crew Stops	Arrival Countries in Order (Likely Fuel/Crew Stops in Parentheses)	Time Elapsed to Final Stop	Notes	Links
Key								
	Double-checked							
	Pre-Stonepeak sale							
	Third-country nationals on this flight							
	12-24 hours							
	24-48 hours							
	49+ hours							
Fleet								
	Notes							
N207AX								
N225AX								
N234AX	This plane has not yet been used for ICE flights, reason unclear.							
N36NE	This plane has not yet been used for ICE flights. It is a NE Patriots team plane that Omni leases.							
N225NE	This plane has not yet been used for ICE flights. It is a NE Patriots team plane that Omni leases.							
N342AX								
N351AX								
N378AX								
N423AX								
N441AX	This plane has not yet been used for ICE flights. It is configured with all first-class seating.							
N468AX								
N486AX								
N819AX								
N828AX								
N846AX								
List of Countries Visited								
Honduras								
Venezuela								
Senegal								
Cameroon								
Kenya								
India								
Nepal								
Laos								
Vietnam								
Romania								
Georgia								
Armenia								
China								
South Korea								

Reg. No.	Callsign	Departure Date	Departure Cities	US Fuel/Crew Stops	Arrival Countries in Order (Likely Fuel/Crew Stops in Parentheses)	Time Elapsed to Final Stop	Notes	Links
Bangladesh								
Egypt								
Mauritania								
Nigeria								
DRC								
Angola								
Peru								
Chile								
Argentina								
Brazil								
Ecuador								
Colombia								
Qatar								
Cuba								
Pakistan								
Cambodia								
Azerbaijan								
Uzbekistan								
Kazakhstan								
Ghana								
Jordan								
Morocco								
Sri Lanka								
Poland								
Bulgaria								
Albania								
Kuwait								
Liberia								

[illegible]