

## Redmond Municipal Airport Title VI Plan

### 1. Title VI Policy Statement<sup>1</sup>

Redmond Municipal Airport assures that no person shall on the grounds of race, color, national origin (including limited English proficiency (LEP), sex (including sexual orientation and gender identity), creed, or age, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 (PL 100.259), Section 520 of the Airport and Airway Improvement Act of 1982, and related authorities (hereafter, “Title VI and related requirements”), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives U.S. Department of Transportation (DOT) funding. Title VI also prohibits retaliation for asserting or otherwise participating in claims of discrimination.

Redmond Municipal Airport further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs are federally funded or not. The Redmond Municipal Airport agrees, among other things, to understand the communities surrounding or in the flight path, as well as customers that use the airport. Anytime communities may be impacted by programs or activities the Redmond Municipal Airport will take action to involve them and the general public in the decision making process.

Redmond Municipal Airport requires nondiscrimination assurances, as prescribed by FAA, from each tenant, contractor, and concessionaire providing an activity, service, or facility at the airport. Assurances must be included in any related lease, contract, or franchise agreement between Redmond Municipal Airport and each tenant, contractor, and concessionaire, as well as in any similar agreements with their own sub-tenants and sub-contractors.

Nicolle Myrick, available at 541-504-3077 and [Nicolle.myrick@flyrdm.com](mailto:Nicolle.myrick@flyrdm.com), is responsible for overseeing the Redmond Municipal Airport’s compliance with Title VI and the point of contact for all airport Title VI matters and related responsibilities, including those required by 49 CFR Part 21.



**Signature**

Zachary Bass  
Airport Director

April 1, 2024

**Effective Date**

March 31, 2027

**3-Year Expiration Date**

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<sup>1</sup> This policy statement will be translated into languages other than English, upon request and based on patron and local language demographics.

## **1. Declaración de política del Título VI<sup>2</sup>**

El Aeropuerto Municipal de Redmond asegura que ninguna persona por motivos de raza, color, origen nacional (incluido el dominio limitado del inglés (LEP), sexo (incluida la orientación sexual y la identidad de género), credo o edad, según lo dispuesto por el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Restauración de los Derechos Civiles de 1987 (PL 100.259), la Sección 520 de la Ley de Mejora de Aeropuertos y Vías Aéreas de 1982, y autoridades relacionadas (en adelante, "Título VI y requisitos relacionados"), ser excluidos de la participación, se les negarán los beneficios o ser objeto de discriminación en cualquier programa o actividad que reciba fondos del Departamento de Transporte de los Estados Unidos (DOT). El Título VI también prohíbe las represalias por hacer valer o participar en reclamos de discriminación.

El Aeropuerto Municipal de Redmond asegura además que se hará todo lo posible para garantizar la no discriminación en todos sus programas y actividades, ya sea que esos programas estén financiados por el gobierno federal o no. El Aeropuerto Municipal de Redmond se compromete, entre otras cosas, a comprender las comunidades que rodean o se encuentran en la ruta de vuelo, así como a los clientes que utilizan el aeropuerto. En cualquier momento en que las comunidades puedan verse afectadas por programas o actividades, el Aeropuerto Municipal de Redmond tomará medidas para involucrarlas a ellas y al público en general en el proceso de toma de decisiones.

El Aeropuerto Municipal de Redmond requiere garantías de no discriminación, según lo pr e escrito por la FAA, de cada inquilino, contratista y concesionario que proporcione una actividad, servicio o instalación en el aeropuerto. Las garantías deben incluirse en cualquier contrato de arrendamiento, contrato o acuerdo de franquicia relacionado entre el Aeropuerto Municipal de Redmond y cada inquilino, contratista y concesionario, así como en cualquier acuerdo similar con sus propios subarrendatarios y subcontratistas.

Nicolle Myrick, disponible al 541-504-3077, nicolle.myrick@flyrdm.com, es responsable de supervisar el cumplimiento del Título VI por parte del Aeropuerto Municipal de Redmond y el punto de contacto para todos los asuntos del Título VI del aeropuerto y las responsabilidades relacionadas, incluidas las requeridas por 49 CFR Parte 21.



***Signature***

Zachary Bass

Director del Aeropuerto

1 de April de 2024

**Fecha de entrada en vigor**

31 de marzo de 2027

**Fecha de caducidad de 3 años**

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<sup>2</sup> Esta declaración de política se traducirá a otros idiomas además del inglés, previa solicitud y en función de la demografía del usuario y del idioma local.

## 2. Administration

City of Redmond City Council has reviewed and adopted this Title VI Plan for Redmond Municipal Airport. This plan will be updated no less than once every 3 years. The plan will not be re-adopted following minor changes, such as updating the Airport Director, or equivalent's or Coordinator's name. Significant revisions to our policies or federal guidelines may warrant re-adoption by the City of Redmond City Council and resubmittal to FAA.

In addition to the Coordinator and Redmond Municipal Airport's leadership, the following people also assist with our Title VI program requirements:

<b>Staff Supporting Title VI Program</b>	<b>Redmond Municipal Airport Program / Office</b>
Felila Narotski	Airport Business Coordinator
Erinn Shaw	Airport Office Assistant III
Leif Anderson	Airport Contracts & Property Manager
Keith Leitz	City HR Director & City Attorney
Zachary Bass	Airport Director

Redmond Municipal Airport has the following airport program sub-recipients:

### **Sub-Recipients**

None
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As of the date of this plan, Redmond Municipal Airport has the following pending applications for Federal financial assistance:

<b>Federal Source</b>	<b>Grant Number</b>	<b>Amount</b>
FAA ATP	ATP	\$13,500,000.00

“In addition, Redmond Municipal Airport's sub-recipients have the following pending applications for Federal financial assistance (either directly from the FAA, or passed through the State DOT):

<b>Federal Source</b>	<b>Grant Number</b>	<b>Amount</b>
Not Applicable	Not Applicable	\$

Updated information for pending and awarded grant applications will be available through the following methods:

<b>Federal Source</b>	<b>Grant Award Information Available at:</b>
FAA AIP / ATP	<a href="https://www.faa.gov/airports/aip/">https://www.faa.gov/airports/aip/</a>
DHS	<a href="http://www.DHSgrantinfo.gov">www.DHSgrantinfo.gov</a>
DOJ	<a href="http://www.USgrantsinfo.net">www.USgrantsinfo.net</a>

### **3. Grant and Procurement Assurances**

49 CFR § 21.7 (a)(1); 49 CFR Part 21 Appendix C (b)

Redmond Municipal Airport will complete standard grant assurances for Title VI and related requirements, in the form prescribed by FAA. See [https://www.faa.gov/airports/aip/grant\\_assurances/#current-assurances](https://www.faa.gov/airports/aip/grant_assurances/#current-assurances).

#### **Clauses/Covenants**

- a. All contracts, leases, deeds, licenses, permits, and other similar instruments, must contain the contractual requirements and clauses, in the form prescribed by FAA. See [https://www.faa.gov/airports/aip/procurement/federal\\_contract\\_provisions/](https://www.faa.gov/airports/aip/procurement/federal_contract_provisions/). Note that unlike many other clauses, Civil Rights clauses are required in all contracts. Note also special clauses that are required for certain types of contracts, such as land acquisition.
- b. Redmond Municipal Airport requires, Civil Rights clauses to be included in solicitations and contracts for all subcontractors, subleases, and any other agreements.

#### **Description of Oversight Methods for Subcontracts**

AIP project sub-contracts are reviewed by our Engineer of Record. The City of Redmond Procurement Department utilizes a template for subcontract audit standards and procures on all Non-AIP contracts which included the Title VI contract provisions.

### **4. Title VI Coordinator Responsibilities**

The Coordinator is responsible for ensuring that they and other staff supporting the Title VI are trained in Title VI requirements. Essential training topics include:

- Basic Title VI requirements
- Airport language assistance resources and practices
- Collecting and assessing demographic data
- Reporting Title VI complaints and other required FAA notifications.

See Training Section for more information for expected training for all staff.

Among other responsibilities, the Coordinator:

- Proactively ensures that the Redmond Municipal Airport is in compliance with nondiscrimination requirements of Title VI and reports to Redmond Municipal Airport leadership on the status of Title VI compliances.

- Responds promptly to requests by FAA for data and records and for the scheduling of compliance reviews and other FAA meetings to determine compliance with Title VI and related requirements.
- Receives discrimination complaints covered by Title VI and related requirements, and forwards them to the FAA, within 15 days of receipt, together with any actions taken to resolve the matter.
- Provides the FAA with updates regarding its response and status of early resolution efforts to complaints concerning Title VI and related requirements (49 CFR Part 21, Appendix C(b)(3)), including resolution efforts.
- Annually reviews the airport's Title VI plan and disseminates information throughout staff and the Redmond Municipal Airport's leadership.
- Coordinates data collection to evaluate whether racial or ethnic groups are unequally benefited or impacted by airport programs. The data will be regularly assessed and readily available upon request (49 CFR § 21.9(b) & (c)). Data collection methods will include optional demographic questions in: airport customer satisfaction surveys, customer complaints, airport event sign-in sheets, and bids/proposals for airport contracts, and other methods described in the airport Community Participation Plan (CPP).
- Maintains demographic data for members of appointed planning and advisory bodies for the airport. Identifies any disparities compared to the community. Provides information to the membership selecting official/committee, particularly when vacancies occur.
- Maintains a copy of 49 CFR Part 21 for inspection by any person asking for it during normal working hours (49 CFR 21, Appendix C (b)(2)(i)).

See Notice, Compliance reviews, Audits, Lawsuits, and Other Investigations, and Complaints Sections of this Plan.

The Coordinator has requested and received access to the Title VI portion of the FAA Civil Rights Connect System (<https://faa.civilrightsconnect.com/>).

## **5. Notice**

49 CFR Part 21 Appendix C(b)(2)(ii)

Redmond Municipal Airport will conspicuously display the FAA-provided Unlawful Discrimination Poster in all public areas on airport property, including those with pedestrian activity. The Coordinator ensures that these posters are visible, accessible,<sup>3</sup> and maintained. The poster template is available at

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<sup>3</sup> For more information about website accessibility, please visit ADA.gov.

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/acr/com\\_civ\\_support/non\\_disc\\_pr/](https://www.faa.gov/about/office_org/headquarters_offices/acr/com_civ_support/non_disc_pr/) and a completed copy is attached. See Section 15 Appendix.

Redmond Municipal Airport has posted the above Title VI policy statement at its staff offices.

Redmond Municipal Airport will distribute this Title VI Plan among its employees and airport contractors, concessionaires, lessees, and tenants. This plan will be distributed by email, staff meeting, stakeholder meeting, and committees meeting.

Posters are displayed in the terminal and other areas on airport property, including the following public locations:

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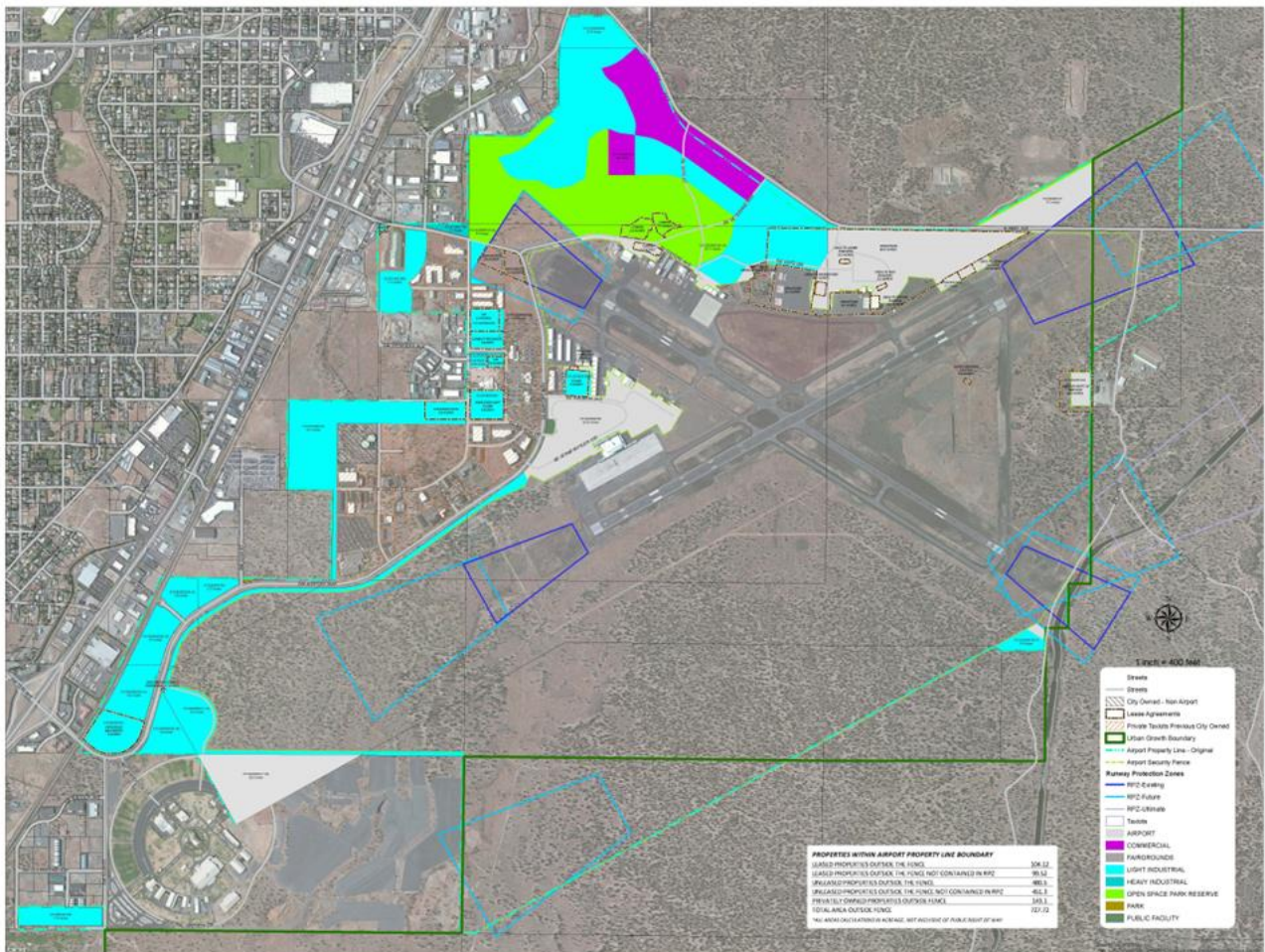
# Redmond Municipal Airport Title VI Map

REDMOND MUNICIPAL AIRPORT TITLE VI POSTER LOCATIONS



# Redmond Municipal Airport Properties

2522 SE Jesse Butler Circle, Redmond OR, 97756  
 Approximately 2700 Acres







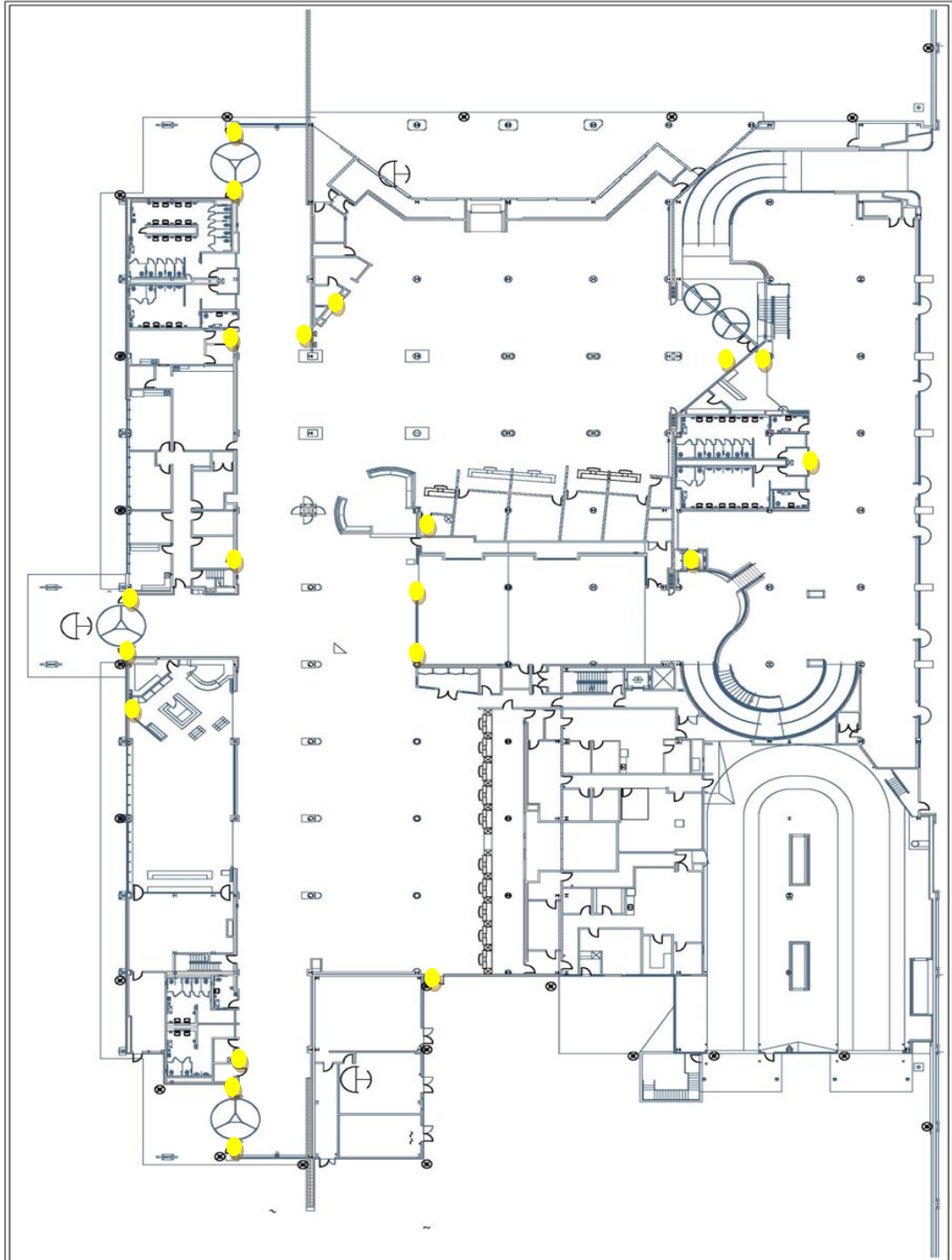
## Public Access Properties

- I.** Redmond Municipal Airport Terminal Building  
2522 SE Jesse Butler Circle, Redmond OR, 97756
- II.** Peterson Machinery Co.  
3635 SE Airport Way, Redmond OR, 97756
- III.** Stone Holdings LLC  
625 SE Salmon Avenue, Redmond OR, 97756
- IV.** Hillsboro Aero Academy  
705 SE Salmon Avenue, Redmond OR, 97756
- V.** Redmond Municipal Airport Facilities Building  
907 SE Salmon Avenue, Redmond OR, 97756
- VI.** Redmond Fire & Rescue ARFF  
911 SE Salmon Avenue, Redmond OR, 97756
- VII.** Redmond School District No. 2J  
143 SE Salmon Drive. Redmond OR, 97756
- VIII.** NeighborImpact  
2303 SW First Street, Redmond OR, 97756
- IX.** JTS Animal Bedding  
2162 SE 1<sup>st</sup> Street, Redmond OR, 97756
- X.** Central Parts Connection. LLC  
1924 SE 1<sup>st</sup> Street, Redmond OR, 97756
- XI.** Redmond Fire & Rescue/DPSST  
875 SE Veterans Way, Redmond OR, 97756
- XII.** Leading Edge Jet Center LLC. DBA - Skyservice  
1050 SE Sisters Avenue, Redmond OR, 97756
- XIII.** Redmond Municipal Airport SRE Building  
1300 SE USFS Drive, Redmond OR, 97756
- XIV.** Central Oregon Interagency Dispatch Center  
1605 SE Ochoco Way, Redmond OR, 97756
- XV.** USFS Administration Building  
1730 SE Ochoco Way, Redmond OR, 97756



## I. Redmond Municipal Airport Terminal Building - Ground Level

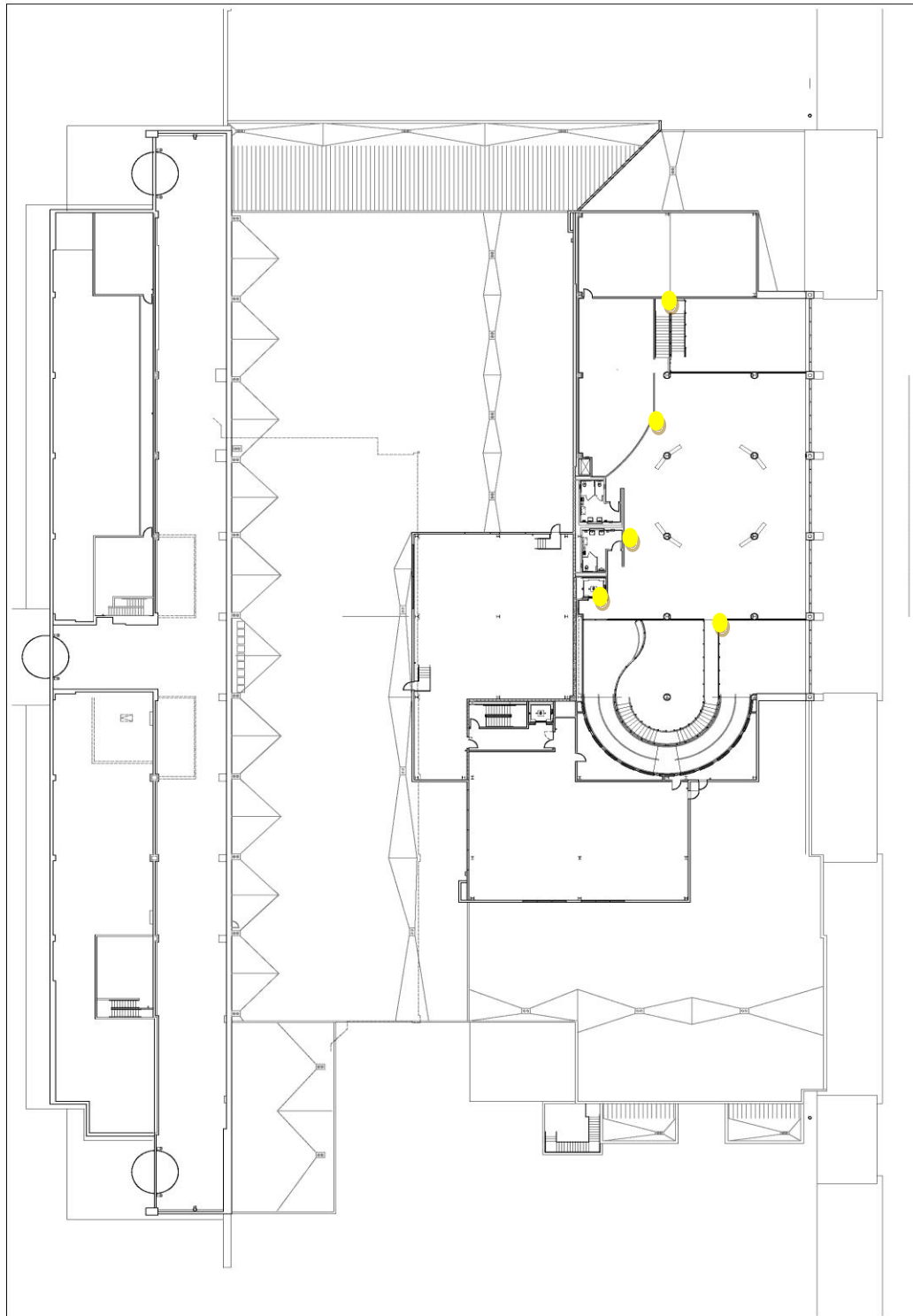
**Poster Locations:** (above water fountains, entrance and exit doors, Administration Office, Bagging Office, Gift Shop, Coffee Shop, outside of TSA, elevator, Visitor Center, baggage claim)





**Redmond Municipal Airport Terminal Building - Second Level**

**Poster Locations:** Stairwells, Restaurant, above water fountain, elevator





**II. Peterson Machinery Co.**

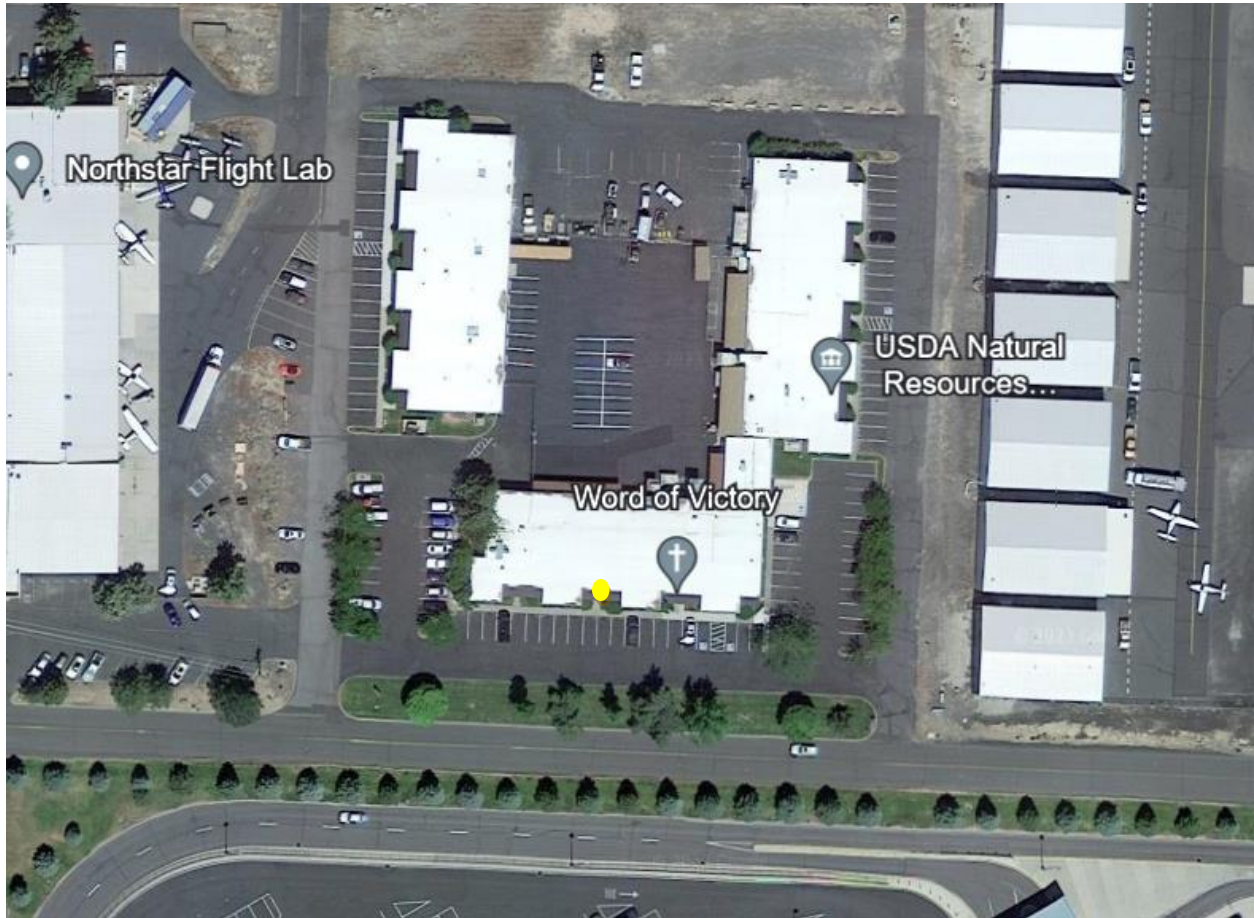
**Poster Locations:** Front Lobby or in another conspicuous location.





**III. Stone Holdings LLC.**

**Poster Locations:** Front Lobby or in another conspicuous location.





#### IV. Hillsboro Aero Academy

Poster Locations: Front Lobby or in another conspicuous location.





**V. Redmond Municipal Airport Facilities Building**

**Poster Locations:** Above water fountain, and in breakroom.





**VI. Redmond Fire & Rescue ARFF**

**Poster Locations:** Front Lobby or in another conspicuous location.







**VII. Redmond School District No. 2J**

**Poster Locations:** Front Lobby or in another conspicuous location.





**VIII. NeighborImpact**

**Poster Locations:** Front Lobby or in another conspicuous location.





**IX. JTS Animal Bedding**

**Poster Locations:** Front Lobby or in another conspicuous location.





**X. Central Parts Connection, LLC**

**Poster Locations:** Front Lobby or in another conspicuous location.





**XI. Redmond Fire & Rescue/DPSST**

**Poster Locations:** Front Lobby or in another conspicuous location.





**XII. Leading Edge Jet Center LLC. DBA - Skyservice**

**Poster Locations:** Front Lobby or in another conspicuous location.





**XIII. Redmond Municipal Airport SRE Building**

**Poster Locations:** Above water fountain, and in breakroom.





**XIV. Central Oregon Interagency Dispatch Center**

**Poster Locations:** Front Lobby or in another conspicuous location.







**XV. USFS Administration Building**

**Poster Locations:** Front Lobby or in another conspicuous location.



## Outreach to Affected Communities

Coordinator ensures that notices for public meetings reach all segments of the impacted community. The Title VI coordinator will identify the effective media platforms to share announcement and notices. Announcements are made in person, news media, social media, and at city council meetings. Coordinator contacts leaders and representatives in Affected Communities directly to confirm effective media platforms to reach all Affected Communities<sup>4</sup> and provide important feedback on translated materials. The office maintains records of all such notices and the efforts made to reach each of the Affected Communities.

Detailed information on our public notice and outreach procedures is available in the Redmond Municipal Airport website CPP. A copy of the CPP is available at [www.flyrdm.com](http://www.flyrdm.com). A copy of each CPP report completed since the last Title VI Plan is available at [www.flyrdm.com](http://www.flyrdm.com) and attached to this Title VI Plan.

Redmond Municipal Airport will create a detailed CPP by February 29, 2024. A copy of the plan will be available at [www.flyrdm.com](http://www.flyrdm.com).

To ensure that the community is effectively informed of and able to participate in public hearings, Coordinator includes public notices translated into appropriate languages, including for any language spoken by a significant number or proportion of the Affected Community population that has limited English proficiency (LEP). Such social media postings and notices will include direction for obtaining an interpreter, free of charge, for public hearings. 28 CFR § 42.405(d). See Limited English Proficiency (LEP) Section.

## **6. Community Statistics**

Title VI regulations require Federal grant recipients to know their community demographics. See 49 CFR § 21.9(b). By knowing this information, the Redmond Municipal Airport will be able to identify, understand, and engage with communities. In doing so, the Redmond Municipal Airport needs to know about communities eligible to be served, actually or potentially affected, benefited or burdened by Redmond Municipal Airport's airport program.

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<sup>4</sup> We will not subject any persons to discrimination based on race, color, national origin, age, sex, or creed. The term "protected communities" is used within this Title VI Plan to highlight the requirements of Title VI, 49 U.S.C. § 47123, the Age Discrimination Act of 1975, and in some instances, includes low-income populations under Executive Order 12898.

Affected Communities <sup>5</sup>	Population
97756	41,854

(Hereafter, the above communities will be referred to collectively as “the Affected Communities”).

We have identified the following facts about the Affected Communities:

Low Income Communities<sup>6</sup>.

A low-income area is an identifiable group of persons living in geographic proximity, whose median household income is at or below the Department of Health and Human Services poverty guidelines. Pursuant to Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” Redmond Municipal Airport is collecting information about affected and potentially affected low-income communities. According to the U.S. Census Report, table S1701: Poverty Status in the Past 12 Months, the overall poverty level for zip code 97756 is approximately 9.0%. The poverty rate remains low compared with the rest of the state. The poverty rates for the specific Affected Communities are as follows.

Affected Communities	Poverty Rate
97756	9.0%

Racial and Ethnic Communities.

Demographic data for race, color, and national origin was evaluated to identify racial and ethnic communities and populations in each Affected Community. The demographic composition by race, color, or national origin for the specific Affected Communities are as follows<sup>7</sup>:

**Affected Community: zip code 97756**  
**Total Affected Community Population: 41,854**

Demographic Group within Affected Community	Number of People in Minority Group	Percent of Total Affected Community Population
White	37,988	90.7%
Black or African American	139	0.3%
American Indian or Alaska Native	668	1.5%

<sup>5</sup> “Affected communities” means any readily identifiable group potentially impacted by an airport project or operation, such as the community immediately surrounding a project or a community in the flight path.

<sup>6</sup> Low-income data must be collected to assist in our compliance with Environmental Justice requirements (not Title VI requirements). For example, this data will be utilized in our Community Participation Plan (CPP) to help ensure the meaningful involvement of low income communities in airport programs and activities.

<sup>7</sup> Recommend using demographic groups from the U.S. Census.

Asian	273	0.6%
Native Hawaiian or Other Pacific Islander	148	0.3%
Hispanic or Latino	4860	11.6%
More than one	1,259	3.0%

Limited English Proficiency (LEP).

The goal of all language access planning and implementation is to ensure that Redmond Municipal Airport communicates effectively with limited English proficient (LEP) individuals. Effective language access requires self-assessment and planning. The next table lists non-English languages<sup>8</sup> that are spoken in LEP households in the Affected Communities. The data source is Census Bureau Table B16001 American Community Survey.

The threshold we have used for identifying the languages with significant LEP populations is the DOT LEP Policy Guidance safe harbor threshold, which is 5% or 1,000, whichever is less.<sup>9</sup> The safe harbor for our community is **1,000**. Please refer to the end of this document to find data for all languages in our community.

Languages Spoken by LEP Population that Meet the Safe Harbor Threshold	Number	Margin of Error
Spanish	1395	+/-471

Frequency of contact with LEP individuals at the airport and airport-related activities (all languages):

Languages Spoken by LEP Persons	A few times a year (12 or less days a year)	Several times a month (13 to 51 days a year)	At least once a week (52 to 364 days a year)	Every day (365 days a year)
<i>Spanish</i>	X			

<sup>8</sup> Recommend using language groups from the U.S. Census, and using data for the “Speak English less than ‘very well’” category for each language over the threshold.

<sup>9</sup> See the DOT LEP Policy Guidance at <https://www.federalregister.gov/d/05-23972/p-133>. The safe harbor provisions apply to the translation of written documents only; however, it provides a consistent starting point for identifying significant LEP populations.

This information is updated annually<sup>10</sup> through checking the following resources:

<b>Data Sources for Languages Spoken in Affected Community</b>	<b>Website link to Data Source</b>
U.S. Census Bureau	<a href="https://data.census.gov/cedsci/table?q=B16001&amp;tid=ACSDT1Y2019.B16001">https://data.census.gov/cedsci/table?q=B16001&amp;tid=ACSDT1Y2019.B16001</a>

### Beneficiary Diversity.

Demographic information is collected from airport customers, attendees at community meetings, and businesses seeking opportunities at the airport, through voluntary disclosures.

#### **Description of Beneficiary Demographic Information Collection Methods**

- Customer Experience Survey posted on the airport’s website [www.flyrdm.com](http://www.flyrdm.com). The survey includes voluntary request for demographic information.
- QR codes are posted at the visitor’s desk and throughout the airport for customer satisfaction survey’s which includes collecting voluntary demographic data.
- DMO/Visitors Associates and Economic Development Associations as well as City and County Information is collected.

### Staff and Advisory Board Diversity.

Demographic information is collected from airport program employees and members of planning and advisory boards, through voluntary disclosures.

#### **Description of Employee and Advisory Board Demographic Information Collection Methods**

- Employees are asked to submit voluntary confidential demographic information at time of hiring. Job applicants are asked to submit the same information when submitting their job application through the job application website.
- Every 3 years, the airport administration sends an email to all board members asking them to voluntarily and anonymously enter demographic information through an online survey.

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<sup>10</sup> Data should be kept up-to-date, but this plan does not need to be updated for incremental data changes during the Plan’s 3-year period.

## 7. Potential or Known Community Impacts

Projects or services receiving federal financial assistance have the potential to touch so many aspects of American life. Thus, in general, no Redmond Municipal Airport activity must have a discriminatory disparate impact on the basis of race, color, national origin (including LEP), sex (including sexual orientation and gender identity), creed, or age. This means that policies or procedures that have a disparate impact would require a well-documented substantial legitimate nondiscriminatory justification, summarized below. Impacts to protected communities must be avoided or minimized to the extent possible. No project with a discriminatory impact on protected communities will be undertaken.<sup>11</sup>

The following airport facilities are already in use or under construction and expected to be in use within the next 3 years:

<b>Existing Airport Facilities</b>	<b>Affected Community Impacted by Operation of the Facility</b>
Terminal Expansion Project	97756

The following airport facility projects (including all alternatives) are in construction or expected to be in construction within the next 3 years:

<b>Airport Facility Construction Projects</b>	<b>Affected Community Impacted by Construction of the Facility</b>
Terminal Expansion Project	97756

We have analyzed the above existing facilities and facility construction projects for disparate impacts on the basis of race, color, or national origin (including LEP) in Affected Communities. The following have disparate impacts:

<b>Facilities or Construction Projects with Disparate Impacts</b>	<b>Affected Community Impacted</b>	<b>Impact Can Be Eliminated?</b>
None		

### **Justifications:**

<b>Facilities or Construction</b>	<b>Justification</b>

<sup>11</sup> In order to carry out an alternative with a discriminatory impact, the Redmond Municipal Airport must demonstrate that there was a substantial legitimate justification for the decision. The sponsor must also show that alternatives with less discriminatory impacts were meaningfully considered and rejected for legitimate reasons.

**Projects**

Not Applicable	Not Applicable
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**8. Limited English Proficiency (LEP)**

**Executive Order 13166**

In creating a Language Assistance Plan, the Redmond Municipal Airport will consider the volume, proportion, or frequency of contact with LEP persons in determining the appropriate language assistance to provide.

In Community Statistics section, we identified the following languages spoken by LEP persons in Affected Communities:

**Language**

Spanish

Redmond Municipal Airport also collects data for languages spoken by airport guests.<sup>12</sup> Data sources include:

<b>Data Sources for Languages Spoken by Airport Guests</b>	<b>Website link to Data Source</b>
Airport language line usage data	<a href="http://www.languageline.com">www.languageline.com</a>
Airline-provided data	N/A
Customer Survey on Website	<a href="http://www.flyrdm.com">www.flyrdm.com</a>
Assistance requests to airport information desks	N/A

Based on the above data, the following additional languages have been identified as likely to be spoken by LEP airport guests:

**Language**

None
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The Title VI Coordinator will also actively engage with community educators, community groups, places of work, business groups, social groups, and the like to confirm that translation and interpretation services are accurate and effective. Additionally, the Title VI Coordinator will inform leadership and staff of the Redmond Municipal Airport of the responsibility to provide

<sup>12</sup> We aim to provide appropriate language assistance services to every LEP person encountered. This includes instances when LEP statistical data for a particular language was not available beforehand, or the safe harbor threshold for written translation was not met.

language access. We have made the following plans to provide translation services free of charge to ensure that individuals with LEP have access to the benefits of the airport:

**Translation Services:**

- All written notices contain a statement in the identified languages, when appropriate, of how to receive translated written materials.
- The following vendors have been identified for written translations:

<b>Translation Vendors</b>	<b>Languages</b>
Passport to Languages	All above languages
Bilingual Staff	All above languages

- Information regarding translation services can be obtained at:

<b>Location for Translation Assistance</b>	<b>Languages</b>
Passport to Languages	All above languages
Airport website translate view	Spanish
Bilingual Staff	Various

**Interpretation Services:**

The following vendors have been identified for interpretation services:

<b>Interpretation Vendors</b>	<b>Languages</b>
Passport to Languages Inc.	All above languages
Bilingual Staff	Various

- Information regarding interpretation services can be obtained at:

<b>Location for Interpretation Assistance</b>	<b>Languages</b>
Passport to Languages	All above languages
Airport information desks	All above languages, using Language Line, Inc.

**Description of Interpretation Assistance Processes**

The airport contracts with the Passport to Languages, Inc. to provide on-demand telephone interpretation services to airport guests. When a request for an interpreter is received, the following process is used: Airport information desk staff use I-Speak cards to identify the language spoken by the airport guest. Staff contacts Language Line, Inc. and “parks” the request in the queue for the appropriate language. Language Line, Inc. operators will coordinate connect the requesting party to an interpreter for the duration of the call. The completed call is then logged in the Language Line Service binder. This log is kept for one year.



## 9. Transportation

49 Part CFR 21 Appendix C (a)(1)(ix)

In the Community Statistics section of this plan, we identified Affected Communities and provided demographic and related data for the community populations. The minority and disadvantaged community areas located within the Affected Communities are identified below. Other minority and disadvantaged community areas that are near the airport but not within Affected Communities are also identified below.

We have coordinated with the local transit authority to encourage them to provide transit service access between the airport and these areas.

The following chart identifies existing and planned transit services connecting the airport employment centers with the identified minority and disadvantaged community areas.

<b>Minority and/or Disadvantaged Community Areas</b>	<b>Transit Service</b>	<b>Planned or Existing</b>
None		

## 10. Minority Businesses

49 CFR 21 Appendix C (a)(1)(x)

Bids for airport concessions and other business opportunities are solicited from area minority and woman-owned businesses through the following methods:

<b>Airport Business Opportunity</b>	<b>Minority Business Outreach Methods</b>
All non-AIP contracts	Advertised through all local chambers of commerce, minority and woman owned business outreach email list, on the City and Airports Website.
Concessions	Followed procedures for State Minority and Woman Owned Business Enterprise Program, and the ACDBE procurement procedures as well
Other AIP Contracts	Bids required to include disadvantaged business component for sub-contractors
All available opportunities	Oregon Governor’s Marketplace Annual event

Selections are in compliance with Title VI, Part 21, and related requirements. Information on the award process and documentation for specific bid decisions is kept with the corresponding project managers and the City Recorder.

## 11. Training

New employee orientation incorporates Title VI training. Topics include:

- Title VI and related laws prohibit discrimination on the basis of race, color, national origin (including LEP), sex (including sexual orientation and gender identity), creed, or age
- Title VI complaints must be forwarded to the Coordinator
- Protections against retaliation for filing civil rights complaints or related actions
- Title VI notices must be displayed throughout the airport public facilities
- All contracts must include Title VI clauses
- Language interpretation and translation services
- Cultural and community relations sensitivity training
- Anti-harassment training

Refresher information will be provided **Annually**.

## **12. Compliance Reviews, Audits, Complaints, Lawsuits, and Other Investigations**

FAA Notification. The Coordinator will notify FAA of any pending investigations and reviews, including:

- Compliance reviews or audits concerning civil rights requirements<sup>13</sup>
- Complaints, lawsuits, or other investigations alleging noncompliance with civil rights requirements<sup>14</sup>

As discussed in the Title VI Complaints Section, Title VI complaints must be forwarded to FAA contacts within 15 days of receipt. For all other civil rights investigations, Redmond Municipal Airport must notify FAA contacts of any new investigations prior to grant execution.

At regular intervals, the Coordinator will provide FAA contacts with status updates for the investigations and reviews, until completed. For each existing investigation or review completed within 5 years of this plan, the Coordinator will also provide a statement about the outcome, unless previously provided.

## **13. Title VI Complaints**

49 CFR 21.11; 49 CFR 21 Appendix C (b)(3); 28 CFR 42.406(d)

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<sup>13</sup> Includes any Title VI, ADA, Sec. 504, Title VII/EEO, or other civil rights program compliance review or audit to be performed on the Redmond Municipal Airport or any of its sub-recipients by any State, local or Federal agency.

<sup>14</sup> Includes allegations of discrimination based on race, color, national origin (including LEP), sex (including sexual orientation and gender identity), creed, or age, whether because of actions of the Redmond Municipal Airport itself, or its employees, contractors, or tenants. Includes noncompliance with related administrative requirements under civil rights laws.

Scope. These procedures are for complaints of discrimination under Title VI and related laws (hereafter “Title VI Complaints.” In order to be a Title VI Complaint, the complaint must:

1. Allege discrimination on the basis of race, color, national origin (including LEP), sex (including sexual orientation and gender identity), creed, or age or violations administrative requirements under Title VI or related laws.
2. Not only be for employment matters<sup>15</sup>
3. Allege misconduct by the Redmond Municipal Airport, including airport employees, contractors, concessionaires, lessees, or tenants.
4. Concern an airport facility or actions by the Redmond Municipal Airport including airport employees, contractors, concessionaires, lessees, or tenants.

Rights. Any person who believes that he or she has been subjected to discrimination on the basis of race, color, national origin (including LEP), sex (including sexual orientation and gender identity), creed, or age has the right to file a complaint with the Redmond Municipal Airport.<sup>16</sup> Alternatively, they can file a formal complaint with an outside agency, such as the U.S. Departments of Justice or Transportation, or the Federal Aviation Administration (FAA), or seek other legal remedies.

Receipt of Complaint. The Coordinator will log in the complaint and promptly send copies of the complaint to Airport Business Coordinator and DBE/ACDBE LO, Airport Office Assistant III and Airport Director.

Complaints must be filed within 180 days of the discriminatory event, must be in writing, and must be delivered to:

Nicolle Myrick, Title VI Coordinator  
2522 SE Jesse Butler Circle, Redmond, OR 97756  
Phone: 541-504-3077  
Nicolle.myrick@flyrdm.com

If a complaint is initially made by phone, it must be supplemented with a written complaint before 180 days after the discriminatory event has passed. If a verbal complaint is received, the complainant should be given a copy of the Airport Discrimination Complaint Procedures and instructed to submit a written complaint. Accommodation will be provided upon request to individuals unable to file a written complaint due to a disability.

Initial Procedure. The Coordinator may meet with the complainant to clarify the issues, obtain additional information, and determine if informal resolution might be possible in lieu of an

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<sup>15</sup> Complaints of employment discrimination must be addressed as required by EEOC and other applicable authorities with jurisdiction over employment matters. If an Redmond Municipal Airport employment activity is supported by FAA-provided financial assistance or it is alleged that the employment discrimination affects the broader airport program, complaints about that activity must also be reported to FAA.

<sup>16</sup>

investigation. If successfully resolved, the Coordinator will issue a closure letter to the complainant, record the disposition in the complaints log, and report the resolution to FAA.

### **Discrimination Complaint Referral Procedure**

Internal Complaint Referral. All Title VI complaints must be promptly forwarded to the Coordinator within 7 days.

Initial FAA Notification. A copy of each Title VI complaint will be forwarded to the FAA within 15 days of initial receipt (not the date that the Coordinator was notified). The Coordinator will forward a copy of the complaint and a statement describing all actions taken to resolve the matter, and the results thereof to the FAA Civil Rights staff. (Note: complaints based on disability do not have to be forwarded to FAA.) To transmit complaint information to the FAA, the Coordinator will forward the copy of complaint to the Airport Business Coordinator and DBE/ACDBE LO who will upload the document to the FAA Civil Rights Connect System, which issues automated notifications to FAA staff. The Coordinator will also seek technical assistance from FAA, as needed, throughout complaint intake, investigation and resolution process.

### **Investigation Procedure**

Assignment of Investigator. The Coordinator will immediately begin the investigation or designate an investigator.

Cooperation with FAA. The Coordinator will promptly investigate all Title VI complaints, including those referred by the FAA for investigation. If the FAA is investigating a complaint against Redmond Municipal Airport, the Coordinator will avoid interfering with the FAA investigation, cooperate with the FAA when needed, and share factual information with the FAA.

Prompt Investigation. The Coordinator will make every effort to complete discrimination complaint investigations within 60 calendar days after the complaint is received. Some investigations may take longer with a justification for the delay and assurance that the investigation is being completed as quickly as possible.

Contact with Complainant. The Coordinator will meet with the complainant to clarify the issues and obtain additional information, and also speak with community members and potential witnesses, as appropriate.

Investigation Report. After completing the investigation, the Coordinator will prepare a written report.

Consultation with Legal Counsel. In each case, the Coordinator will consult with Legal Counsel regarding the investigation and the report. Airport Legal Counsel will ensure that the report is consistent with the DOT and FAA Title VI nondiscrimination requirements.

Prompt Resolution of Disputes. The Coordinator will emphasize voluntary compliance and quickly and fairly resolve disputes with complainants, or with contractors, tenants, or other persons, through mediation.

Forwarding Report and Response to Complainant. At the completion of the investigation, the complainant and respondent will receive a letter of findings and determination of the investigation and any applicable resolution. The letter transmitting the findings and any applicable resolution will state Redmond Municipal Airport’s conclusion regarding whether unlawful discrimination occurred, and will describe the complainant’s appeal rights. A summary of the investigation report, any appeal, or follow-up actions will be sent to the FAA via the FAA Civil Rights Connect System.

Appeal Rights. The complainant must be notified of their right to appeal the findings or determinations, and of the procedures and requirements for an appeal:

- The complainant may appeal in writing to the Airport Director.
- The written appeal must be received within 10 business days after receipt of the written decision.
- The written appeal must contain all arguments, evidence, and documents supporting the basis for the appeal.
- The Airport Director will issue a final written decision in response to the appeal.

Avoiding Future Discrimination. In addition to taking action with respect to any specific instances of discrimination, the Redmond Municipal Airport will identify and implement measures to reduce the chances of similar discrimination in the future.

Intimidation and Retaliation Prohibited. Redmond Municipal Airport employees, contractors, and tenants will not intimidate or retaliate against a person who has filed a complaint alleging discrimination.

For information on filing a complaint with DOT/FAA, please contact Nicolle Myrick, Title VI Coordinator.

This complaint procedure is shared with the public through the following methods:

**Website, In-person, and Other Distribution Methods**

1 Visitor’s Desk in terminal
2 Redmond Municipal Airport website, <a href="http://www.flyrdm.com">www.flyrdm.com</a>
3 Via US Mail at 2522 SE Jesse Butler Circle, Redmond, OR 97756
4 In person at 2522 SE Jesse Butler Circle, Redmond, OR 97756
5 Via email or hard copy by contacting the Title VI Coordinator at 541-504-3077 or <a href="mailto:nicolle.myrick@flyrdm.com">nicolle.myrick@flyrdm.com</a>



## **14. Population / Language Data**

Table: ACSDT5Y2015.B16001

	ZCTA5 97756	
Label	Estimate	Margin of Error
Total:	33,839	±1,092
Speak only English	30,461	±1,143
Spanish or Spanish Creole:	2,908	±696
Speak English "very well"	1,513	±489
Speak English less than "very well"	1,395	±471
French (incl. Patois, Cajun):	2	±4
Speak English "very well"	0	±25
Speak English less than "very well"	2	±4
French Creole:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Italian:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Portuguese or Portuguese Creole:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
German:	168	±139
Speak English "very well"	168	±139
Speak English less than "very well"	0	±25
Yiddish:	0	±25
Speak English "very well"	0	±25



Table: ACSDT5Y2015.B16001

	ZCTA5 97756	
Label	Estimate	Margin of Error
Speak English less than "very well"	0	±25
Other West Germanic languages:	20	±35
Speak English "very well"	0	±25
Speak English less than "very well"	20	±35
Scandinavian languages:	14	±23
Speak English "very well"	14	±23
Speak English less than "very well"	0	±25
Greek:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Russian:	50	±46
Speak English "very well"	25	±34
Speak English less than "very well"	25	±41
Polish:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Serbo-Croatian:	2	±6
Speak English "very well"	2	±6
Speak English less than "very well"	0	±25
Other Slavic languages:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25

Table: ACSDT5Y2015.B16001

	ZCTA5 97756	
Label	Estimate	Margin of Error
Armenian:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Persian:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Gujarati:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Hindi:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Urdu:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Other Indic languages:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Other Indo-European languages:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Chinese:	0	±25
Speak English "very well"	0	±25

Table: ACSDT5Y2015.B16001

	ZCTA5 97756	
Label	Estimate	Margin of Error
Speak English less than "very well"	0	±25
Japanese:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Korean:	13	±25
Speak English "very well"	13	±25
Speak English less than "very well"	0	±25
Mon-Khmer, Cambodian:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Hmong:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Thai:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Laotian:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Vietnamese:	51	±83
Speak English "very well"	0	±25
Speak English less than "very well"	51	±83

Table: ACSDT5Y2015.B16001

	ZCTA5 97756	
Label	Estimate	Margin of Error
Other Asian languages:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Tagalog:	69	±61
Speak English "very well"	57	±60
Speak English less than "very well"	12	±18
Other Pacific Island languages:	15	±27
Speak English "very well"	15	±27
Speak English less than "very well"	0	±25
Navajo:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Other Native North American languages:	27	±42
Speak English "very well"	13	±21
Speak English less than "very well"	14	±22
Hungarian:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Arabic:	39	±60
Speak English "very well"	39	±60
Speak English less than "very well"	0	±25
Hebrew:	0	±25

Table: ACSDT5Y2015.B16001

	<b>ZCTA5 97756</b>	
<b>Label</b>	<b>Estimate</b>	<b>Margin of Error</b>
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
African languages:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25
Other and unspecified languages:	0	±25
Speak English "very well"	0	±25
Speak English less than "very well"	0	±25



Table: ACSST5Y2021.S1701

	<b>Percent below poverty level</b>	
<b>Label</b>	<b>Estimate</b>	<b>Margin of Error</b>
Population for whom poverty status is determined	9.0%	±1.9
<b>AGE</b>		
Under 18 years	11.3%	±4.4
Under 5 years	12.6%	±9.5
5 to 17 years	10.9%	±5.1
Related children of householder under 18 years	10.9%	±4.5
18 to 64 years	9.4%	±1.9
18 to 34 years	8.7%	±3.1
35 to 64 years	9.7%	±2.4
60 years and over	6.1%	±2.3
65 years and over	5.4%	±2.5
<b>SEX</b>		
Male	9.0%	±2.5
Female	9.1%	±2.3
<b>RACE AND HISPANIC OR LATINO ORIGIN</b>		
White alone	9.3%	±2.0
Black or African American alone	0.0%	±23.3
American Indian and Alaska Native alone	15.3%	±12.5
Asian alone	0.0%	±12.8
Native Hawaiian and Other Pacific Islander alone	0.0%	±22.1
Some other race alone	2.0%	±3.5
Two or more races	8.7%	±12.7

Table: ACSST5Y2021.S1701

	ZCTA5 97756			
	Total		Below poverty level	
Label	Estimate	Margin of Error	Estimate	Margin of Error
Hispanic or Latino origin (of any race)	4,860	±943	219	±227
White alone, not Hispanic or Latino	35,108	±1,338	3,465	±765
EDUCATIONAL ATTAINMENT				
Population 25 years and over	30,061	±754	2,355	±470
Less than high school graduate	2,751	±475	260	±147
High school graduate (includes equivalency)	7,746	±871	745	±322
Some college, associate's degree	11,649	±734	1,104	±300
Bachelor's degree or higher	7,915	±882	246	±121
EMPLOYMENT STATUS				
Civilian labor force 16 years and over	21,974	±887	1,155	±387
Employed	20,532	±879	893	±282
Male	10,537	±554	419	±168
Female	9,995	±708	474	±213
Unemployed	1,442	±477	262	±187
Male	600	±280	120	±139
Female	842	±339	142	±115
WORK EXPERIENCE				
Population 16 years and over	33,860	±807	2,818	±563
Worked full-time, year-round in the past 12 months	14,167	±824	199	±167
Worked part-time or part-year in the past 12 months	8,619	±851	1,146	±370



Table: ACSST5Y2021.S1701

	<b>Percent below poverty level</b>	
<b>Label</b>	<b>Estimate</b>	<b>Margin of Error</b>
Hispanic or Latino origin (of any race)	4.5%	±4.8
White alone, not Hispanic or Latino	9.9%	±2.1
<b>EDUCATIONAL ATTAINMENT</b>		
Population 25 years and over	7.8%	±1.5
Less than high school graduate	9.5%	±5.6
High school graduate (includes equivalency)	9.6%	±3.8
Some college, associate's degree	9.5%	±2.6
Bachelor's degree or higher	3.1%	±1.5
<b>EMPLOYMENT STATUS</b>		
Civilian labor force 16 years and over	5.3%	±1.7
Employed	4.3%	±1.4
Male	4.0%	±1.6
Female	4.7%	±2.2
Unemployed	18.2%	±10.8
Male	20.0%	±20.9
Female	16.9%	±13.0
<b>WORK EXPERIENCE</b>		
Population 16 years and over	8.3%	±1.6
Worked full-time, year-round in the past 12 months	1.4%	±1.2
Worked part-time or part-year in the past 12 months	13.3%	±3.9

Table: ACSST5Y2021.S1701

ZCTA5 97756				
	Total		Below poverty level	
Label	Estimate	Margin of Error	Estimate	Margin of Error
Did not work	11,074	±847	1,473	±302
ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS				
50 percent of poverty level	1,721	±421	(X)	(X)
125 percent of poverty level	5,333	±1,083	(X)	(X)
150 percent of poverty level	8,345	±1,539	(X)	(X)
185 percent of poverty level	11,180	±1,751	(X)	(X)
200 percent of poverty level	11,998	±1,696	(X)	(X)
300 percent of poverty level	20,695	±1,643	(X)	(X)
400 percent of poverty level	27,073	±1,684	(X)	(X)
500 percent of poverty level	31,978	±1,495	(X)	(X)
UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED	9,115	±1,097	1,743	±420
Male	4,044	±706	829	±298
Female	5,071	±664	914	±328
15 years	31	±56	31	±56
16 to 17 years	7	±12	7	±12
18 to 24 years	1,002	±427	391	±236
25 to 34 years	1,809	±535	127	±92
35 to 44 years	992	±289	117	±99
45 to 54 years	1,041	±355	377	±181
55 to 64 years	1,931	±441	426	±185
65 to 74 years	1,145	±298	99	±55
75 years and over	1,157	±316	168	±135
Mean income deficit for unrelated individuals (dollars)	7,715	±1,035	(X)	(X)

Table: ACSST5Y2021.S1701

	Percent below poverty level	
Label	Estimate	Margin of Error
Did not work	13.3%	±2.8
ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS		
50 percent of poverty level	(X)	(X)
125 percent of poverty level	(X)	(X)
150 percent of poverty level	(X)	(X)
185 percent of poverty level	(X)	(X)
200 percent of poverty level	(X)	(X)
300 percent of poverty level	(X)	(X)
400 percent of poverty level	(X)	(X)
500 percent of poverty level	(X)	(X)
UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED	19.1%	±4.1
Male	20.5%	±6.4
Female	18.0%	±5.9
15 years	100.0%	±57.2
16 to 17 years	100.0%	±100.0
18 to 24 years	39.0%	±19.1
25 to 34 years	7.0%	±5.5
35 to 44 years	11.8%	±9.5
45 to 54 years	36.2%	±14.4
55 to 64 years	22.1%	±9.0
65 to 74 years	8.6%	±5.1
75 years and over	14.5%	±11.4
Mean income deficit for unrelated individuals (dollars)	(X)	(X)

Table: ACSST5Y2021.S1701

	<b>ZCTA5 97756</b>			
	<b>Total</b>		<b>Below poverty level</b>	
<b>Label</b>	<b>Estimate</b>	<b>Margin of Error</b>	<b>Estimate</b>	<b>Margin of Error</b>
Worked full-time, year-round in the past 12 months	4,200	±753	87	±94
Worked less than full-time, year-round in the past 12 months	2,063	±557	733	±320
Did not work	2,852	±478	923	±227
Population in housing units for whom poverty status is determined	41,672	±796	3,656	±822

Table: ACSST5Y2021.S1701

	<b>Percent below poverty level</b>	
<b>Label</b>	<b>Estimate</b>	<b>Margin of Error</b>
Worked full-time, year-round in the past 12 months	2.1%	±2.3
Worked less than full-time, year-round in the past 12 months	35.5%	±11.0
Did not work	32.4%	±7.3
Population in housing units for whom poverty status is determined	8.8%	±1.9

## **15. Completed Unlawful Discrimination Poster**

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## Unlawful Discrimination

It is unlawful for airport operators and their lessees, tenants, concessionaires and contractors to discriminate against any person because of race, color, national origin, sex, creed, or disability in public services and employment opportunities. Allegations of discrimination should be promptly reported to the Airport Manager or:

Federal Aviation Administration  
Office of Civil Rights, ACR-1  
800 Independence Avenue, S.W.  
Washington, D.C. 20591

Federal regulations on unlawful discrimination are available for review in the Airport Manager's Office.

**Coordinator:** Nicolle Myrick  
**Phone:** 541-504-3077  
**Address:** 2522 SE Jesse Butler Circle #17,  
Redmond, OR 97756

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## Discriminacion Ilegal

Se prohíbe a los operadores de aeropuertos y a sus arrendatarios, inquilinos, concesionarios y contratistas discriminar contra cualquier persona por motivo de raza, color, nacionalidad de origen, sexo, creencias religiosas, impedimento físico o discapacidad en lo que respecta a servicios públicos y oportunidades de empleo. Las alegaciones de discriminación deberán ser dirigidas inmediatamente al Administrador del Aeropuerto o a:

Federal Aviation Administration  
Office of Civil Rights, ACR-1  
800 Independence Avenue, S.W.  
Washington, D.C. 20591

Los reglamentos sobre discriminación ilegal están a la disposición de los interesados para su examen en la oficina del Administrador del Aeropuerto.

**Coordinador:** Nicolle Myrick  
**Teléfono:** 541-504-3077  
**Dirección:** 2522 SE Jesse Butler Circle #17,  
Redmond, OR 97756



U.S. Department of Transportation  
Federal Aviation Administration

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### Document History



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Sent for signature to Zachary Bass (zachary.bass@flyrdm.com) from nicolle.myrick@flyrdm.com  
IP: 67.59.69.231



VIEWED

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IP: 174.231.137.105



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16:10:24 UTC-7

The document has been completed.