

CITIZENS FOR RESPONSIBILITY AND ETHICS IN WASHINGTON

v.

U.S. DEPARTMENT OF THE TREASURY

Civil Action No.: 17-1855 RCL

Exhibit F

**DEFENDANT'S OPPOSITION TO PLAINTIFF'S
MOTION FOR A PRELIMINARY INJUNCTION**



DEPARTMENT OF THE TREASURY
WASHINGTON, D.C. 20220

OFFICE OF
INSPECTOR GENERAL

October 13, 2017

MEMORANDUM FOR INSPECTOR GENERAL THORSON

FROM: Rich Delmar
Counsel

SUBJECT: Correction to Memo Re Inquiry Regarding Secretary Mnuchin's
Use of Government Aircraft

On October 4, I submitted a memo to you summarizing my inquiry into requests for and uses of government aircraft by the Secretary. The memo stated, that the Secretary used a military aircraft both ways for his August 15 trip to New York to meet with the President. But an October 10, media inquiry suggested that he flew commercial up to New York. I confirmed this with Treasury Public Affairs and later with Treasury General Counsel. On October 12, OGC provided documents specifically relating to reservations for and costs of the outbound commercial flight, and provided a narrative explanation, which I set out below:

The Secretary, the Chief of Staff, and Justin Muzinich, a counselor to the Secretary, flew to New York on American Airlines Flight #2144 on the morning of Tuesday, August 15. Secret service personnel accompanied the Secretary on this flight. The military aircraft departed Washington, D.C. for New York as scheduled carrying U.S. government passengers. The Secretary and the Chief of Staff returned from New York on the military aircraft. (Not sure how Justin returned.) Treasury did not pay for the use of any portion of the military aircraft, which was approved by the White House on a non-reimbursable basis.

I've reviewed the provided documents, and in my view they are consistent with this explanation. The inquiry concludes that the government aircraft made the round-trip flight; Treasury personnel were only on the return leg of the flight. The Treasury personnel (and accompanying Secret Service personnel) incurred separate costs for the outbound commercial flight, which appear, combining the contract carrier rate, a reserved seat supplement, and a processing fee, to be under \$100 per seat.