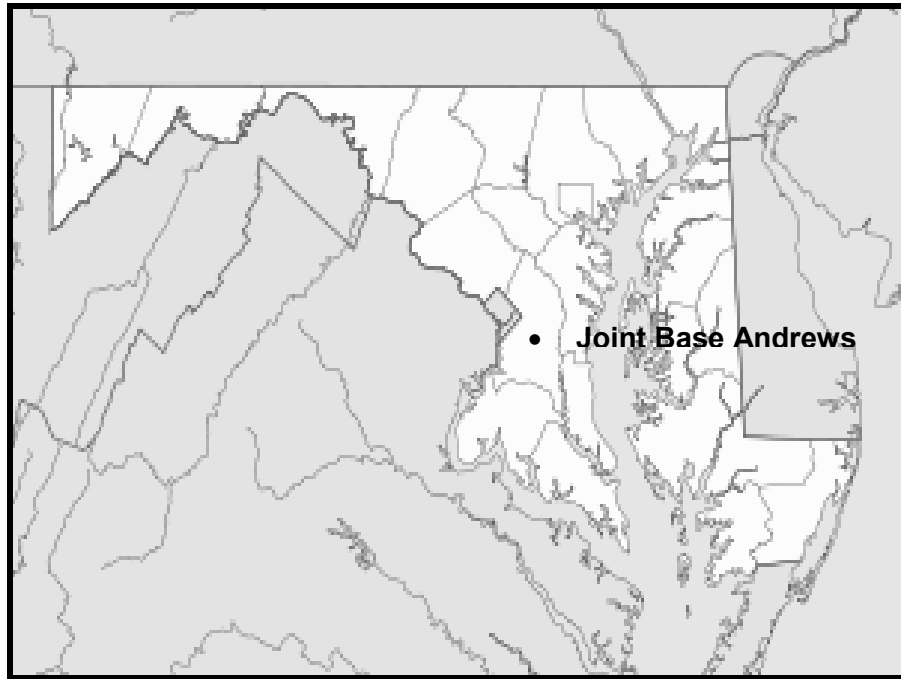


Joint Base Andrews Naval Air Facility Washington

Overview

Joint Base Andrews Naval Air Facility Washington, formerly Andrews Air Force Base and NAF Washington, is in Prince George's County, MD, eight miles east of Washington DC.



Location of Joint Base Andrews Naval Air Facility Washington

The host unit at Andrews is the 316th Wing (316 WG), assigned to the Air Force District of Washington. A non-flying wing, the 316 WG is responsible for maintaining emergency reaction rotary-wing aircraft and other National Capital Region contingency response capabilities critical to national security, and for organizing, training, equipping and deploying combat-ready forces for Air and Space Expeditionary Forces (AEFs).

Andrews is also the home of the 89th Airlift Wing (AMC) and Air Force One. It frequently plays host to the President and Vice President of the United States, congressional delegations, foreign heads of state and many other dignitaries and distinguished visitors. More than 60 other separate units and special missions are located there. Andrews is adjacent to Camp Springs, in Prince George's County, MD and is 10 miles southeast of Washington DC. The 4,320 acre base hosts more than 20,000 active duty military people, civilian employees and family members.

The Naval Air Facility associated with Andrews supports one Navy Reserve and one Marine Corps Reserve F/A-18 squadron. Other tenants include an Air National Guard F-16 Wing and an Air Force Reserve C-141 Wing.

While this is an excellent recruiting location for the Navy Reserve, there are operational limitations at this airfield. Presidential aircraft operations take priority over all other non-emergency traffic and may require short notice and/or extended sterilization of the airfield and airspace. Training airspace is limited, both geographically and operationally. As with Naval Air Station (NAS) Patuxent River, civil air traffic limits the availability and utility of charted Special Use Airspace (SUA). In addition, the lack of a priority access to and use of Naval Air Warfare Center (NAWC) Paxtuxent River airspace does limit the effectiveness of training.

History

The military history of Andrews began in the 1850's during the Civil War when Union troops occupied a small country church near Camp Springs, MD., as sleeping quarters. At present, the same church is used on the base and is known as Chapel Two.

Established first as Camp Springs Army Air Field, Andrew's history began August 25, 1941, the day President Franklin D. Roosevelt wrote a letter to the secretary of war directing the use of the land on which the base now stands. The base was under construction during the remainder of 1942 and became operational May 2, 1943 with the arrival of the first Republic P-47 Thunderbolt. The name of the base was changed to Andrews Field 31 March 1945, in honor of Lt Gen Frank M. Andrews, commander of European operations for all Army Air Forces.



Lieutenant General Frank Maxwell Andrews

Serving largely as a headquarters base in a curtailed operational capacity during the post-World War II years, Andrews has been the home of the Continental Air Command, Strategic Air Command and the Military Air Transport Service. Headquarters Command held command reins at Andrews from 1947 through 1952 and again after 1957. Headquarters Military Air Transport Service controlled the base during the interim period.

The year 1947 marked the arrival of the first permanently assigned jet powered aircraft, the F-80 Shooting Star, at Andrews. The long-lived and versatile training version of the F-80, the T-33, still played an important role in proficiency flying programs at Andrews more than 30 years later.



F- 80 Shooting Star

With the onset of the Korean War in June 1950, Andrews rapidly became involved in combat readiness training for B-25 medium bomber crews. Combat readiness training and proficiency flying for military pilots assigned non-flying duties in the Washington area have remained two key elements in the local mission since the establishment of the base.



B-25 Mitchell Bomber

Andrews' air defense role was strengthened in the 1950s with the latest in fighter-interceptor hardware appearing on the flightline. F-94 Starfires, F-102 Delta Daggers and finally, F-106 Delta Darts formed the backbone of the three fighter interceptor squadrons which operated for the base until 1963.

In the late 1950s, Andrews began an annual open house and air show on base. This event later evolved into the Department of Defense Joint Service Open House, an annual event that now brings more than 700,000 visitors to the base every year. The open house is held every year over Armed Forces Day weekend.



Aerial View of Joint Service Open House at Andrews

In the years since 1959, Andrews' flight operations and importance have increased greatly. In 1961, the last of the Military Air Transport Service's flying units at Washington National Airport (AKA Reagan) transferred to Andrews. This was followed a year later by the transfer to Andrews of all fixed-wing flying activities from Bolling Air Force Base. Andrews has become firmly established as the main port of entry for foreign military and government officials en route to Washington and the US. In July, 1961, Andrews became the home of the official presidential aircraft known as "Air Force One" when the president is on board. Before 1961, the presidential aircraft had been kept at Washington National Airport and Bolling AFB.



SAM 28000 One of Two VC – 25 Used as Air Force One

In 1963, the Naval Air Facility (NAF) Washington, originally established at the former Naval Air Station (NAS) Anacostia in 1911, moved to Andrews. NAF Washington's history dates back to the early 1900s. Shortly after America's first seaplane flight January 26, 1911, the Secretary of the Navy petitioned the Secretary of War for the use of a parcel of Army land at the junction of the Anacostia and Potomac Rivers for use as a test area for the Navy's new seaplanes. Permission was quickly granted and construction began almost immediately. The new NAS at Anacostia was commissioned January 1, 1919. In 1940, Naval Reserve Aviation Base Anacostia began primary flight training of Naval Aviation Cadets. The station's mission through the late 1940s and 1950s was to provide aircraft for the Proficiency Flying Program. In July 1946, Naval Air Reserve Training Unit (NARTU) Anacostia was commissioned as a reserve facility and began operations to manage and conduct training for approximately 1,700 Selected Reserve officers and enlisted personnel. NARTU Aircraft inventory included: F6F Hellcat fighters, F4U Corsairs, F8F Bearcats, TBF Avengers, SBN Navigators, SX2C Helldivers, PBY-54 Catalinas, SJN Texans, R4D-6 Skytrains and PV2 Harpoons.

Due to Anacostia's short runways, NAS moved to Andrews in 1958 to facilitate jet operations. The transfer to Andrews was complete by December 1961, concurrent with the commissioning of the new Naval Air Facility (NAF).

A tragic time for Andrews AFB occurred November 22, 1963, when the 35th president of the United States was assassinated in Dallas, Tx. The body of John F. Kennedy arrived at Andrews at 6:08 pm the same evening, accompanied by his widow Jacqueline B. Kennedy, newly sworn in President Lyndon B. Johnson and his wife Ladybird. The air terminal was jammed with thousands of people, including the largest gathering of news media representatives ever assembled at any time on Andrews AFB. Since that time, Andrews has seen the arrival of other fallen leaders, but no other death has caused such national attention.

In April 1972, NARTU Washington became Naval Air Reserve Unit (NARU) Washington with the primary mission of training Selected Reservists. NARU included VFP-206, VFP-

306, VR-42 and 20 other tactical and non-tactical units. Since 1976, the logistics support mission of NAF Washington has included administrative transport flight operations and transient service support to arriving aircraft.



VFMA-321 F/A -18 Hornet

In February 1973, Andrews was the scene of joyful reunions as US prisoners of war began returning to the United States from Vietnam.

In a major reorganization, Headquarters Command, US Air Force, was disbanded July 1, 1976, restructured under the Military Airlift Command as the 76th Airlift Division and transferred its headquarters from Bolling AFB to Andrews. The 76th remained the parent unit of the Andrews host command, redesignated as the 1st Air Base Wing.

In October 1977, the 76th Airlift Division became the 76th Military Airlift Wing. The 1st Air Base Wing was redesignated the 76th Air Base group and the 89th Military Airlift Wing became the 89th Military Airlift Group. The 76th MAW remained the parent unit at Andrews.

NAF Washington was transferred to Commander, Naval Reserve Force May 1, 1978 and support of Navy Selected Reservists continues to be one of our primary missions. Presently, hundreds of Selected Reservists from NAF Washington are mobilized and directly supporting military operations around the globe.

In October 1979, Pope John Paul II was greeted by thousands of well wishers at Andrews when he arrived for a visit to Washington DC, at the end of his historic tour of the US. That same year, Andrews saw such historic events as the arrival and departure of the vice premier of the People's Republic of China, Deng Xiao Ping; a visit by the prime minister of England, Margaret Thatcher; and trips by the prime minister of Israel, Menachem Begin; and the late president of Egypt, Anwar Sadat.

On December 15, 1980, the 76th Airlift Division was reestablished, the 76th Air Base Group became the 1776th Air Base Wing and the 89th Military Airlift Group became the 89th Military Airlift Wing. In 1981, Andrews witnessed the inauguration of Ronald Reagan and the return of the US hostages from Iran.

On October 1, 1985, the 76th Airlift Division was inactivated as the result of activation of the Headquarters Air Force District of Washington at Bolling AFB. The 1776th Air Base Wing was designated the “host wing” for Andrews AFB and assumed base support responsibilities.

In 1985, the Andrews flightline again captured the nation’s attention with the return of TWA flight 847 hostages from Beirut and the arrival of such dignitaries as the Soviet foreign minister, Britain’s Prince Charles and Diana, Princess of Wales. By the close of 1987, all eyes were centered on Andrews when General Secretary Mikhail Gorbachev of the Soviet Union arrived for a summit visit with President Ronald Reagan.

Andrews also hosted a farewell to President Reagan at the end of his tenure and a welcome to President Bush prior to his inauguration. It hosted the Congressional Budget Summit in 1990 and Air Force Stealth Week in 1991. It was also a key arrival and departure point for troops, diplomats and refugees throughout Desert Shield/Storm and even hosted a live television special honoring the men and women of the armed services. The base also provided ample support for the National Victory Day parades in Washington DC and New York in honor of the troops. During Operation DESERT STORM, Andrews handled 16,540 patients in makeshift hospital facilities located in the base tennis center.

On July 12, 1991, the 89th Military Airlift Wing was redesignated as the 89th Airlift Wing and assumed duties as the host wing at Andrews. Support functions previously performed by the 1776th Air Base Wing now fall under the 89th and the 1776th was inactivated. With the consolidation of the two wings, the newly formed 89th Airlift Wing is one of the largest wings in the Air Mobility Command with a work force approaching 9,000 people. Known as “The President’s Wing,” the 89th continues to contribute to Andrews’ rich history as the elite Air Mobility Command wing for transporting VIPs around the world. Not only does Andrews provide service for America’s senior officials, but also kings, queens, presidents, prime ministers, popes, and local and foreign military leaders make Andrews their first stop in the US.

Since the 89th became the host wing, the base has seen arrivals and departures of Russian President Boris Yeltsin, British Prime Minister John Major, Israeli delegations and many others. Thousands gathered at the Andrews flightline to bid farewell to President Bush at the end of his tenure and welcome President Clinton in 1992. And in 1993, the base witnessed deployments to and return of troops from Somalia and several humanitarian relief efforts.

In April of 1994, the 89th was in the spotlight as a crew flew aircraft 27000 to pick up former President Nixon’s body and transport it to California for his funeral. Aircraft 27000 was the aircraft that Nixon flew on as Air Force One during his tenure.

September 17, 1994, the world watched on as the 89th flew a delegation of former President Carter, Senator Sam Nunn and former Chairman of the Joint Chiefs of Staff General Colin Powell to Haiti for talks with military Haitian leader Lieutenant General Raoul Cedras in a last attempt to restore Jean Bertrand Aristide to power.

December 1994, the 1st Airlift Squadron brought freed North Korean hostage, Army helicopter pilot, Chief Warrant Officer Bobby Hall home. July 11, 1995, Captain Scott F. O’Grady first stepped foot on American soil at Andrews after his F-16 was shot down

over Bosnia. In March 1996, the 1st Helicopter Squadron earned the Maintenance Effectiveness Award for flying more than 175,000 safe flying hours. June 17, 1996, C-137 number 58-6970, the first jet aircraft used by Presidents Dwight D. Eisenhower and John F. Kennedy, was retired from the Air Force and flown to the Museum of Flight in Seattle for display.

The flightline and its aircraft are only one facet of life at Andrews. In February 1997, Andrews served as the backdrop for a memorial service when the remains of Ambassador Pamela Harriman were returned to the US.

In May of 1998, C-137 tail number 26000, left the wing for retirement at the Air Force Museum at Wright-Patterson AFB, Ohio. That aircraft carried President Kennedy to Dallas on the day he was shot and returned his body to Andrews later that evening. President Johnson took his oath of office on board the airplane, which also carried President Nixon to China on his famous "journey for peace."

On August 13, 1998, Andrews hosted a memorial service for the return of 10 Americans killed in a bombing of the US Embassy in Kenya. President Clinton, Secretary of State Madeline Albright, and Secretary of Defense William Cohen eulogized the victims. During 1198, two new aircraft entered the 89th Airlift Wing inventory. Four C-32A aircraft and two C-36As came into active service as a replacement for the aging C-37s.



C-37A Gulfstream Landing at Andrews

In October 1998, NAF Washington was regionalized under Naval District Washington for all Base Operating Support functions. In October 2006, Navy Operational Support Center Anacostia merged with NAF Washington and the Commanding Officer assumed the diverse title and increased responsibilities of Commanding Officer of NAF Washington, Reserve Component Commander Naval District Washington, and Commanding Officer of NOSC Washington.

Today, NAF Washington supports over 6,000 Navy Reservists in more than 160 Navy Reserve augment units and commands, providing direct support to active Navy and Joint commands in the NCR and throughout the fleet.

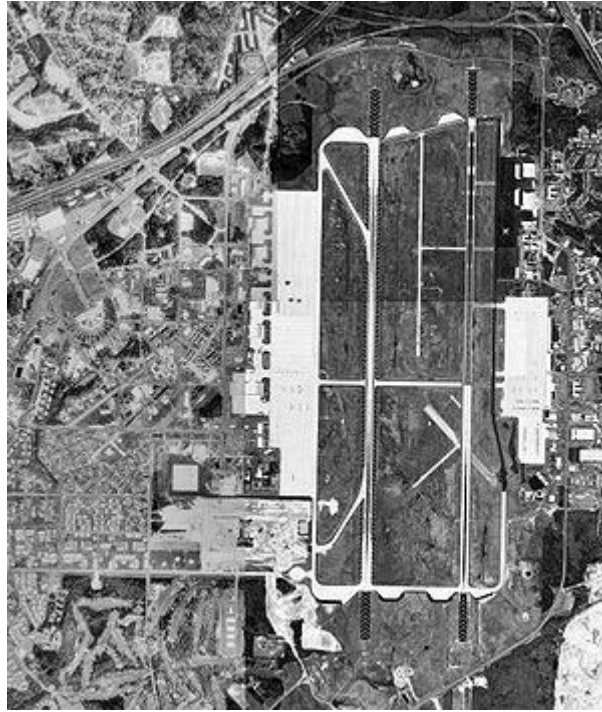
On 5 January 2005, the Air Force reactivated the Air Force District of Washington (AFDW) as the single Air Force voice for planning and implementing Air Force and joint solutions within the National Capital Region (NCR). This event brought significant changes at Andrews. On 12 May 2006, the 89th Medical Group at Andrews and the 11th Medical Group at Bolling AFB, combined into the 79th Medical Wing where it established its headquarters at Andrews. In June 2006, the 316th Wing stood up under the command of AFDW as the new host unit for Andrews and it nearly 50 tenant units to include organizations from the US Army, Air Force Reserve Command, Air National Guard, Navy Reserve, Marine Corps Reserve and the Civil Air Patrol. The activation of the 316th prompted transfer of the 1st Helicopter Squadron from the 89th Airlift Wing to the 316th Operations Group. Finally, in May 2007 AFDW, as well as the 844th Communications Group transferred from Bolling to Andrews.

On 1 October 2009, the facility became Joint Base Andrews Naval Air Facility Washington, a unification of Andrews AFB and NAF Washington. This initiative was driven by the Base Realignment and Closure (BRAC) round in 2005 and is designed to combine current infrastructure into one maximizing war fighting capability and efficiency, while saving taxpayer dollars. The 316th Wing commander became the Joint Base Commander.

Most changes will be invisible as Andrews already provided a significant amount of installation support to the Navy prior to the redesignation. Both Air Force and Navy personnel are provided support in areas such as transportation; building sustainability; contracting; Morale, Welfare and Readiness; lodging; environmental; installation safety; law enforcement; and unaccompanied housing.

Geography and Demographics

Andrews is located a few miles southeast of Washington DC, near the town of Morningside. According to the US Census Bureau, the Census Designated Place (CDP) has a total area of 6.8 square miles (17.7 km²), all land. There are two runways on the base; the western runway is 11,300 ft (3,440m) in length and the eastern runway is 11,700 ft (3,570 m) in length. The minor third runway between them at the top of the picture (above the cross-base roadway) is now closed and the small T-shaped runway at the bottom right of the picture was closed and demolished in 2008.



USGS Aerial Photo – 10 April 1988

As of the census of 2000, there were 7,925 people, 1,932 households, and 1,864 families residing on base. The population density was 1,158.9 people per square mile (447.3/km²). There were 2,133 housing units at an average density of 311.9 square miles (120.4/km²). The racial makeup of the base was 65.30% white, 22.78% African American, 0.64% Native American, 3.17% Asian, 0.11% Pacific Islander, 3.65% from other races, and 4.35% from two or more races. Hispanic or Latino of any race were 8.72% of the population.

There were 1,932 households out of which 75.9% had children under the age of 18 living with them, 86.1% were married couples living together, 7.3% had a female householder with no husband present, and 3.5% were non-families. 3.2% of all households were made up of individuals, none of whom was 65 years of age or older. The average household size was 3.39 and the average family size was 3.44.

The base population is spread out with 35.0% under the age of 18, 16.3% from 18 to 24, 44.9% from 25 to 44, 3.6% from 45 to 64, and 0.2% who were 65 years of age or older. The median age was 24 years. For every 100 females there were 119.7 males. For every 100 females age 18 and over there were 126.0 males.

The median income for a household in the base was \$44,310 and the median income for a family was \$42,866. Males had a median income of \$27,070 versus \$27,308 for females. The per capita income for the base was \$16,520. About 2.6% of families and 2.4% of the population were below the poverty line, including the total population, 2.8% of those under the age of 18 and none of those 65 and older.

Units

The following units are based at Andrews:

- 316th Wing (316 WG) (AFDW)

The 316th Wing is responsible for maintaining emergency reaction rotary-wing airlift and other NCR contingency response capabilities critical to national security and for organizing, training, equipping and deploying combat-ready forces for Air and Space Expeditionary Forces (AEF). The wing also provides installation security, services and airfield management to support the President, Vice President, other US senior leaders and more than 60 tenant organizations and federal agencies.

- 89th Airlift Wing (89th AW) (AMC)

The 89th Airlift Wing is responsible for worldwide special air mission airlift, logistics and communications support for the President, Vice President and other US senior leaders. Air Force One is assigned to the 89th AW.

- Air Force District of Washington

The Air Force District of Washington (AFDW) is composed of three wings and two groups. The 11th Wing at Bolling, and the 79th Medical Wing and 316th Wing at Andrews. Also under AFDW is the Air Force Operations Group (AFOG) at the Pentagon and the 844th Communications Group. The AFOG is the principal operational entity of the Air Staff in support of the Secretary of the Air Force and the Chief of Staff of the Air Force. The 79th Medical Wing and the 844th Communications Group both have specialized missions where they will be the single Air Force voice in the NCR for their respective fields of expertise. Both the 11th and 316th Wings will fulfill duties as the host base organization of Bolling and Andrews respectively, while also supporting AFDW requirements.

- 79th Medical Wing

The 79th Medical Wing is the Air Force's single medical voice for planning and implementing Air Force and joint medical solutions within the NCR. Activated on May 10, 2006, it is the largest wing within the AFDW and only the second medical wing in the Air Force. One of the unique capabilities of the Wing is the 779th Aeromedical Staging Facility, serving as the primary East Coast hub for aeromedical evacuation aircraft returning sick or injured patients from Europe to the United States.



79th Medical Wing

Tenant Units:

89th Airlift Wing (Air Mobility Command)

457th Airlift Squadron

113th Wing (Air National Guard/Air Combat Command and Air Mobility Command)

459th Air Refueling Wing (Air Force Reserve Command/Air Mobility Command)

744th Communications Squadron

Air National Guard Readiness Center

District of Columbia Air National Guard

Army Jet Detachment

Civil Air Patrol – Andrews Composite Squadron

Marine Fighter Attack Squadron (VFMA) – 321 (Marine Corps Reserve)

Electronic Attack Squadron (VAQ) – 209 (Navy Reserve)

Fleet Logistics Squadron (VR) – 1 (Navy Reserve)

Fleet Logistics Squadron (VR) – 53 (Navy Reserve)

Fleet Logistics Squadron (VR) – 48 (Navy Reserve)

National Guard Bureau

Naval Air Facility Washington DC

Naval Communications Security Material Systems

Maryland State Police Aviation Division (Medevac Helicopter)

Federal Aviation Administration

Tri – Command (11th COCOM for exercises only)

Aircraft Assigned

Aircraft	Owners
C-20 D/G Gulfstreams	89 th Airlift Wing, Army Jet Detachment and VR-48
C-21	457 th Airlift Squadron
C-32A	89 th Airlift Wing
C-37A	89 th Airlift Wing, Army Jet Detachment, VR-1
C-37B	89 th Airlift Wing, Army Jet Detachment, VR-1
C-38	113 th Wing, DC Air National Guard
C-40 B/C	89 th Airlift Wing, 113 th Wing, DC Air National Guard
C-130T Hercules	VR-53
EA-6B Prowler	VAQ – 209
F-16 Fighting Falcon	113 th Wing, DC Air National Guard
KC-135R Stratotanker	459 th Air Refueling Wing
UC-12B Huron	NAF and VMR Det Andrews
UC-35 Citation	Army Jet Detachment, NAF, and VMR Det Andrews
UH-1N	316 th Wing
VC-25A	89 th Airlift Wing – Air Force One
F/A -18 Hornets	VFMA -321



US Navy EA – 6B Prowler of VAQ – 209

BRAC 2005

Secretary of Defense Recommendations: In its 2005 BRAC recommendations, DoD recommended to realign Andrews AFB, MD, by relocating the Air Force Flight Standards Agency (AFFSA) and its two C-21 aircraft to Will Rogers World Airport AGS, OK. Consolidating AFFSA and two other agencies relocated in this recommendation at Will Rogers World Airport would create synergy between the Air Force administrative functions and the Federal Aviation Administration (FAA) located at Will Rogers World Airport. This recommendation would also move federal assets out the NCR, reducing the nation's vulnerability. Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 191 jobs (115 direct jobs and 76 indirect jobs) over the 2006 – 2011 period in the Washington – Arlington – Alexandria, DC – VA – MD – WV, Metropolitan Statistical economic area (less than 0.1%).

In another recommendation, DoD would realign Martin State Air Guard Station (AGS), MD. DoD recommended to move the Aerial Port Squadron of the 174th Wing (ANG) to Andrews, MD. The Aerial Port Squadron would be realigned to a nearby base with a robust airlift mission, retaining these skilled and highly trained ANG personnel.

DoD also recommended to close Cannon AFB, NM. As a result, it would distribute the 27th Fighter Wing's F-16s to the 113th Wing, Andrews, MD (nine aircraft) and several other installations. DoD claimed that this move would sustain the active/Air National Guard/Air Force Reserve force mix by replacing aircraft that retire in the 2025 Force Structure Plan.

In another recommendation, DoD would realign NAF Washington, MD by relocating the installation management functions to Andrews AFB, MD and establishing Joint Base Andrews – Naval Air Facility Washington, MD.

Secretary of Defense Justifications: Consolidating AFFSA at Will Rogers World Airport creates synergy between Air Force administrative aviation functions and the FAA. Associating the ANG operation at Will Rogers (64 – airlift) with the AFR operation at Tinker (four tankers) consolidates and streamlines Air Force reserve component operations in Oklahoma City at a base of high military value. Finally this recommendation moves federal assets out of the NCR, reducing the nation's vulnerability.

Community Concerns: No formal comments were received from community officials or civic organizations, but individual concerns were expressed in support of "community basing," recommending that existing ANG units be increased in size by assigning active duty personnel with their associated aircraft to ANG facilities. Individuals maintained that this approach would allow the Air Force to close more active bases and realize greater saving than closing relatively inexpensive ANG bases. Other individual proposals suggested that the VIP transportation mission be transferred from the active Air Force to the ANG.

Commission Findings: The Commission found that this realignment was consistent with the Air Force's goals of creating larger, more efficient fighter aircraft squadrons and improving intermediate level maintenance processes. The Commission also found that the Secretary of Defense's overall intent and concept of realigning aircraft out of Will Rogers Air Guard Station was supportable. The Commission found that efficiencies

would be gained by consolidating all Air Force aviation administration functions at Will Rogers Air Guard Station.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence.

DoD's justification for closing Cannon AFB was the Air Force's overriding strategy to more effectively employ the shrinking Air Force structure by organizing its weapon systems into fewer, larger squadrons and by eliminating excess physical capacity. The Commission found this recommendation would allow the Air Force to relocate newer model F-16s as backup inventory to Active and to Air National Guard units. These moves would sustain the Active, the Air National Guard, and the Reserve force mix by replacing F-16 aircraft that will be retired in the 2025 Force Structure Plan.

Tri-Command

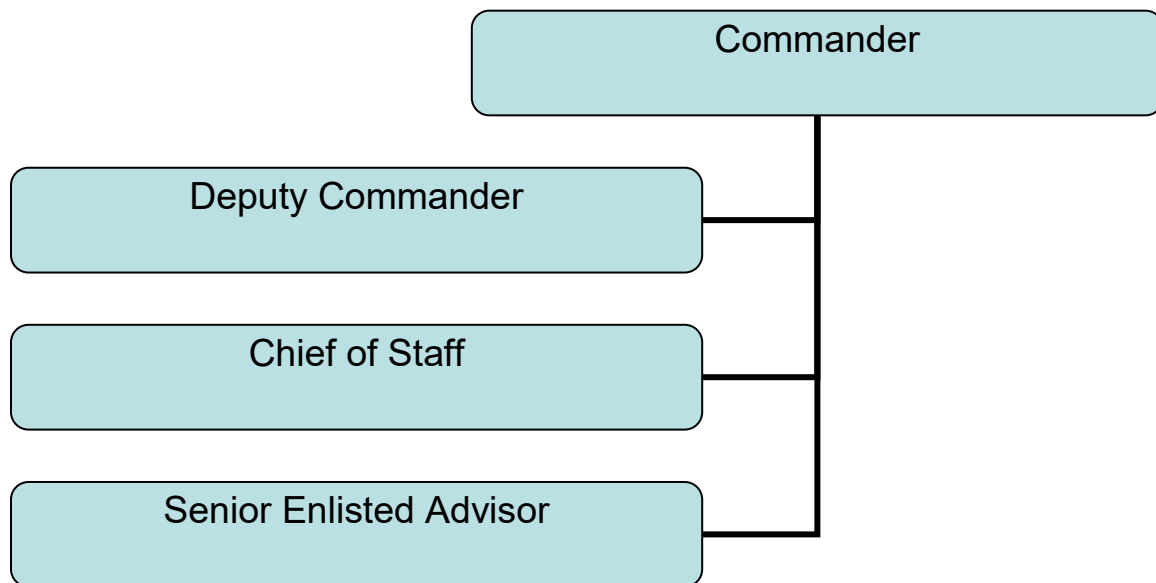
Tri-Command is the twelfth Combatant (COCOM) Command.

Tri-Command is a multi-service, multi-agency and multi-national command and exists only for the exercises used in this course. Tri-Command's spaces are located on the NAF Washington side of Joint Base Andrews.

Tri-Command's Vision: One professional team strengthening the integrity, efficiency and effectiveness of programs and operations.

Tri-Command's Mission: To protect and defend, in concert with other US Government agencies, its people and its interests. With allies and partners, we are committed to enhancing stability in the Potomac and National Capital Region by promoting security cooperation, encouraging peaceful coexistence, responding to contingencies, and deterring terrorists' threats.

Tri-Command's Organizational Leadership:



Tri-Command's Organization: Tri-Command consists of the following divisions:

- J0 – Special Staff – SJA, Surgeon, PAO, OCLL, Comptroller, Reserve and NGB Affairs, Secretarial Pool and Joint IGs
- J1 – Manpower and Administration
- J2 – Intelligence – Staff is comprised of personnel from – DHS, DoS, Secret Service, NSA, and CIA
- J3 – Operations
- J4 – Logistics and Security Assistance
- J5 – Strategic Planning Policy
- J6 – Command, Control, Communications and Computer Systems
- J7 – Specially Coordinated Operations Undercover Teams (SCOUT) – Each team is may be comprised of one or more members from the following agencies:
 - DHS, DoJ, FBI, CIA, Secret Service
 - Army, Navy, USMC, Air Force special forces
 - Americans, British, Canadians, Australians and Japanese
- J8 – Resources Assessment
- J9 – Outreach and Partnering

Tri-Command's Joint IG Office:

