PERFORMANCE WORK STATEMENT / SOURCES SOUGHT
JP-5 Fuel Removal and Recovery Services
MH-60T CG6002 Mishap Site – Harbor Mountain
Sitka, Alaska

1. Background

The United States Coast Guard (USCG) is conducting planning activities associated with the recovery of MH-60T aircraft CG6002 from a remote mishap site on Harbor Mountain near Sitka, Alaska.

Approximately **637 gallons / 4,160 pounds of JP-5 aviation fuel** are estimated to remain within three damaged aircraft fuel cells at the mishap site based on the Government's most recent technical assessment dated July 20, 2026.

Prior to or in conjunction with aircraft recovery activities, the Government requires a technically capable contractor to develop and execute a safe means of accessing, removing, containing, transporting, and properly disposing of or transferring the remaining JP-5 fuel.

The Government has **not established a required means or method of accomplishing this work**. Due to the condition of the aircraft, steep terrain, limited accessibility, environmental hazards, and logistical challenges associated with the location, the Government is seeking industry capability and proposed technical solutions.

2. Purpose

The purpose of this Sources Sought Notice is to identify qualified commercial sources capable of developing and executing a complete technical solution for removal of the remaining JP-5 fuel from the CG6002 mishap site.
The Government seeks industry input regarding:

- Technical feasibility of the requirement.
- Recommended method of accessing and removing the fuel.
- Methods for safely stabilizing fuel cells during defueling, as required.
- Fuel containment and transfer methods.
- Methods for transporting recovered fuel and required equipment to and from the remote site.
- Environmental protection and spill-prevention measures.
- Personnel and equipment requirements.
- Anticipated Government support requirements.
- Estimated mobilization and performance timelines.
- Significant technical, environmental, safety, or logistical risks.
- Alternative approaches that may reduce risk, cost, or complexity.

Respondents are encouraged to propose the solution they determine provides the safest and most practical means of accomplishing the required outcome.

3. Required Outcome

The Contractor shall provide a complete technical solution resulting in:

1. Safe access to each fuel-containing aircraft fuel cell.

2. Safe removal of recoverable JP-5 from the mishap site.
3. Prevention and containment of fuel releases during operations.
4. Safe containment of recovered JP-5.
5. Safe transportation of recovered fuel from the mishap site.
6. Transfer or disposal of recovered JP-5 at a Government-approved location.
7. Removal of Contractor equipment, containers, materials, and waste from the mishap site.
8. Completion of operations without unnecessary disturbance to aircraft wreckage, surrounding evidence, or the environment.

The Government is interested in **results rather than prescribing a specific removal methodology**.

4. Known Fuel Conditions

Based upon the Government's July 20, 2026 assessment, the following estimated quantities remain at the site:

Fuel Cell	Estimated Fuel	Estimated Weight
Left Main Fuel Cell	260 gallons	1,700 lbs
Right Main Fuel Cell	260 gallons	1,700 lbs
Left Auxiliary Fuel Tank	117 gallons	760 lbs
Right Auxiliary Fuel Tank	0 gallons	0 lbs
Estimated Total	**637 gallons**	**4,160 lbs**

Quantities are estimates only and actual quantities may vary.

5. Known Fuel Cell Conditions

5.1 Left Main Fuel Cell

The left main fuel cell is located outside the aircraft fuselage and is resting against the exterior of the damaged airframe on a downhill slope.

The fuel cell is estimated to contain approximately **260 gallons / 1,700 pounds of JP-5**.

Government assessment indicates:

- The cell is currently accessible.
- Debris and deadfall surround the cell.
- Breakaway valves appear to have closed and sealed the tank following impact.
- Stabilization may be necessary during defueling due to the weight, slope, and positioning of the fuel cell.
- Movement of the surrounding airframe could cause the fuel cell to move downslope if it is not adequately stabilized.

The Contractor shall propose an appropriate means of safely accessing, stabilizing as necessary, and removing the fuel.

5.2 Right Main Fuel Cell

The right main fuel cell remains within its compartment in the aircraft fuselage and is partially exposed due to damage to the underside of the aircraft.

The cell is estimated to contain approximately **260 gallons / 1,700 pounds of JP-5**.

The Government's assessment indicates that no suitable direct access point currently exists. Access to the bladder compartment may therefore require controlled access through portions of

the damaged airframe. The assessment specifically identifies the use of non-sparking tools for any such access work.
The Contractor shall propose a technically appropriate method of accessing and defueling this cell while minimizing disturbance to the aircraft and protecting personnel.
Personnel shall avoid positioning themselves underneath unstable portions of the aircraft to the maximum extent practicable because removal of fuel weight may result in movement or settlement of the wreckage.

5.3 Left Auxiliary Fuel Tank

The left auxiliary fuel tank is located on a downhill slope near a steep incline leading toward a ravine.
The tank is estimated to contain approximately **117 gallons / 760 pounds of JP-5**.
The Government assessment indicates that the tank is presently stable but could shift as fuel is removed. The tank contains an accessible manual fuel port on its uphill end.
The Contractor shall determine the appropriate method of stabilization, access, and fuel removal.

5.4 Right Auxiliary Fuel Tank

The right auxiliary fuel tank is believed to be empty as a result of damage sustained during the mishap and is not presently anticipated to require defueling.

6. Site Conditions and Accessibility

The mishap site is located approximately **0.25 miles from the nearest road access at the top of Harbor Mountain**.

Known conditions include:

- Approximately **40- to 60-degree slopes**.
- Dense forest.
- Wet and slippery terrain associated with frequent rainfall.
- Existing access paths as narrow as approximately 1–2 feet.
- Significant fall hazards.
- No vehicle access between the road and mishap site.
- Limited areas suitable for staging equipment.
- Damaged aircraft wreckage.

- Fallen and damaged trees.
- Difficult movement of personnel and equipment both to and from the site.

Respondents shall consider these conditions when developing their proposed approach.

7. Contractor-Developed Technical Solution

The Government is not prescribing the method by which this requirement shall be accomplished.

The Contractor shall be responsible for developing a safe, technically feasible, and environmentally responsible means of accomplishing the required outcome.

Potential approaches may include ground-based operations, aviation-supported operations, or a combination thereof.

The Government's preliminary technical assessment considered helicopter insertion and extraction of equipment and fuel containers as well as recovery of accessible fuel cells; however, both concepts present significant technical, weather, rotor-wash, tree-density, and personnel-safety challenges.

These preliminary concepts are provided **for informational purposes only and shall not be interpreted as Government-directed methods of performance.**

Industry respondents are specifically encouraged to identify **alternative solutions**.

8. Contractor Responsibilities

The Contractor's proposed solution should address, at a minimum:

- Mobilization and demobilization.
- Site access.
- Fuel-cell access.
- Fuel-cell stabilization.
- Non-sparking equipment where required.
- Fuel pumping and transfer.
- Fuel-compatible hoses and equipment.
- Fuel containment.
- Spill prevention and response.
- Secondary containment.
- Transportation of personnel and equipment.
- Transportation of recovered fuel.
- Personnel fall protection.
- PPE appropriate for JP-5 exposure.
- Emergency response.
- Environmental protection.
- Weather limitations.
- Coordination with Government recovery personnel.
- Final disposition of recovered fuel.

The Government technical assessment specifically identifies the need for non-sparking equipment when accessing fuel cells and appropriate PPE because of the health hazards associated with the fuel.

9. Protection of Aircraft and Mishap Site

The aircraft and associated wreckage are Government property and may remain subject to mishap investigation and recovery requirements.
The Contractor shall develop its approach to minimize unnecessary movement or disturbance of:

- Aircraft wreckage.
- Fuel cells.
- Aircraft components.
- Surrounding evidence.
- Terrain and vegetation.

Any cutting, movement, stabilization, or manipulation of aircraft wreckage necessary to access fuel shall be coordinated with and approved by the Government prior to execution.

10. Environmental Protection

The Contractor shall develop and implement appropriate measures to prevent the release of JP-5 or other hazardous materials into the environment.
The technical approach shall address:

- Spill prevention.
- Immediate spill response.
- Secondary containment.
- Fuel-transfer controls.
- Management of contaminated materials.
- Removal of Contractor-generated hazardous waste.
- Protection of soil, vegetation, and drainage areas.

The Contractor shall immediately notify the Government of any release.

11. Site Assessment

Because of the unusual site conditions and technical complexity of the requirement, the Government anticipates that an **on-site assessment may be necessary before a final technical approach and price can be developed**.
The Government's existing technical assessment similarly recommends an on-scene assessment before a final plan is established.
Respondents should identify whether they require:

- A pre-proposal site visit.
- Photographs or video.
- Aircraft technical drawings.
- Fuel-cell specifications.
- Samples or additional fuel information.
- Site mapping.
- Recovery engineering information.
- Additional Government technical support.

12. Government-Furnished Support

The Government anticipates providing:

- Access coordination to the mishap site.
- Existing technical information concerning the aircraft and fuel cells.
- Available photographs and site information.
- Coordination with aircraft recovery SMEs.

- Identification of areas of the aircraft that may or may not be disturbed.

Respondents shall clearly identify all additional Government-furnished equipment, personnel, aviation support, transportation, or other resources required by their proposed solution.

Government-furnished helicopter support **should not be assumed unless specifically identified and subsequently incorporated into a solicitation or contract.**

13. Sources Sought Response Requirements

Interested parties should provide a capability statement addressing:

1. Company name, address, UEI, CAGE Code, and point of contact.
2. Business size and applicable socioeconomic status.
3. Recommended technical approach.
4. Experience performing remote-site fuel recovery, aviation fuel removal, hazardous-material recovery, aircraft defueling, or comparable operations.
5. Experience operating in steep, remote, or environmentally sensitive terrain.
6. Proposed means of accessing the three fuel-containing cells.
7. Proposed method for stabilizing fuel cells and/or wreckage where necessary.
8. Proposed method of removing and containing approximately 637 gallons of JP-5.
9. Proposed method for transporting recovered fuel and equipment from the site.
10. Whether helicopter or other aviation support is required and, if so, whether the respondent can furnish that capability.
11. Major equipment anticipated.
12. Required Government support.
13. Anticipated personnel requirements.
14. Estimated mobilization time.
15. Estimated duration of on-site operations.
16. Significant safety, environmental, logistical, or technical risks.
17. Recommended site information or assessments needed before submitting a firm proposal.
18. Whether the requirement is commercially available and any recommendations regarding acquisition strategy.

14. Sources Sought Disclaimer

This notice is issued **for market research and planning purposes only** and does not constitute a solicitation, Request for Proposal (RFP), Request for Quotation (RFQ), invitation for bid, or commitment by the Government to award a contract.

The Government is not requesting pricing proposals at this time unless specifically requested as part of the Sources Sought Notice.

Information received may be used by the Government to determine technical feasibility, identify capable sources, refine the requirement, and develop a future acquisition strategy.