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| --- | --- | --- | --- | --- | --- | --- | --- |
| FR-01 |  | 3.2 |  | ge | Procuring may be confusing | An entity that receives on-orbit servicing operations |  |
| FR-02 |  | 3.3 |  | te | This “control volume” should be considered in two distinct cases: cooperative client space object or not |  |  |
| FR-04 |  | 3.5 |  | te | At low speed: Shouldn't we rather introduce a criterion on kinetic energy |  |  |
| FR-05 |  | 3.6 |  | te | See proposed change | Servicing Operations performed on-orbit by a servicer spacecraft to the benefit of a Client Space Object |  |
| FR-06 |  | 3.7 |  | ge | In addition the effect of flexible modes, sloshing |  |  |
| FR-07 |  | 3.13 |  | te | Define all the words: berthing, refueling,… |  |  |
| FR-08 |  | 4.2 |  | te | What is transparency in a business activity?  What can be required to fill this principle? |  |  |
| FR-09 |  | 4.2.2 |  | ge | What are “reasonable concern”? |  |  |
| FR-10 |  | 4.2.4 |  | ge | Wishfull thinking |  |  |
| FR-11 |  | 5.1 |  | ge | Only 5 layers after last update |  |  |
| FR-12 |  | 5.1.1 |  | te | See proposed change.  Propulsion is part of equipment for GNC | Hardware mainly provides equipment for guidance, navigation and control, communication, and mechanism capabilities for RPO and OOS. |  |
| FR-13 |  | 5.1.3 |  | te | Another approach previously used on ATV: 2 steps forward, 1 step backward.  We do think that if this standard is also applicable to HSF missions, then we should have specific requirements.  Maybe 3 type of clients to be defined:   * HSF mission * Operational S/C * Débris |  |  |
| FR-14 |  | 5.2.7.2 |  |  | MEV-1 experience. See proposed change | Checkout and demonstration in geosynchronous Earth orbit (GSO) shall be adequately performed on graveyard orbit to minimize the consequences from possible debris generation. |  |
| FR-15 |  |  |  |  |  |  |  |
| FR-16 |  |  |  |  |  |  |  |
| FR-17 |  |  |  |  |  |  |  |
| FR-18 |  |  |  | ge |  |  |  |