Stoplight Report dated 08/28/2003

Rank	ID	Title/Statement	Approach/Plan	Latest Status
1	11	**Solar Array Power Output** If current identified array panel area is insufficient to meet power requirement, then additional area will need to be found.	**Research**	01/14/2004 - Performing analyses to determine bus power output at worst case attitude (Feb 21) for realistic cell layout with ESC features incorporated.
2	1	**Probe Separation System Release...** IF: the Probe separation system does not release from the Probe Carrier as designed; THEN: recontact with other Probes or the Probe Carrier could occur.	**Mitigate** EDU Plan; Separation Analysis Plan; Flight Component Test Program;	01/14/2004 - Internal design is progressing well, and at this time there is no indication that the risk has increased.
3	2	**Probe Release Timing** IF: the timing of the releases of the 4 deck mounted probes varies by more than 1 second; THEN: re-contact with other probes or the PC could occur.	**Mitigate**	01/14/2004 - Analysis of the release timing continues, but requirement has been reduced to 0.5 sec based on initial analyses.
4	3	**BAU Procurement Slip** IF: the BAU procurement process causes the first flight BAU delivery to be on the critical path; THEN: it could result in a negative cost, schedule, or software development impact.	**Watch**	09/29/2003 - We will procure a second EDU of the BAU, which can support Probe A's I&T
5	4	**Probe A Procurement Delays** IF: the critical procurement items for Probe A aren't received as scheduled; THEN: it could result in negative cost and schedule impacts.	**Watch** Trigger Date 03/03/2004 - Completion of critical path procurements on schedule	09/29/2003 - To date all procurements are on schedule.
6	8	**Separation System Development Risk** If the Separation System does not meet its performance requirements in development test, the resulting redesign cycle could be a cost and schedule impact to the program.	**Watch**	01/14/2004 - The effect of the lateral load on the system design is a major driver, and thus no additional mitigation beyond normal engineering design processes already in place is possible.
		Propellant Usage Due to Side Thruster CM Offset	**Research**	01/14/2004 - Analysis is being performed to determine the

7	10	IF: Side thrusters and the Probe center of mass are not along the same line; THEN: Additional propellant may be needed for corrective torques during side thrusting.		relationship between CM offset and additional propellant needed.
8	9	**Dependence on Instrument Booms for ACS Stability** IF: Instrument booms are not appropriate lengths; THEN: the deployed Probes will not align the central body with the spin axis.	**Research**	01/14/2004 - Analysis is being performed to assess the effect of boom lengths on stability, and being documented.
9	5	**Highly Coupled Instrument/Bus Integration** IF: there are problems with components following bus integration; THEN: it could result in negative schedule impacts, or potential damage to flight hardware.	**Watch**	01/14/2004 - Mechanical team along with the I&T lead are including the I&T access requirements in their design.