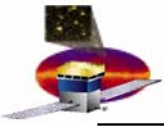


GLAST Large Area Telescope: I & T Peer Review

Summary

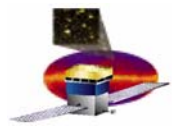
Elliott Bloom
SU-SLAC
Subsystem Manager

elliott@slac.stanford.edu
650-926-2469



Outline

- Budget/Schedule**
- Top Risks**



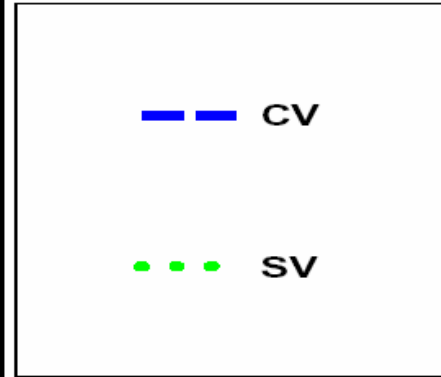
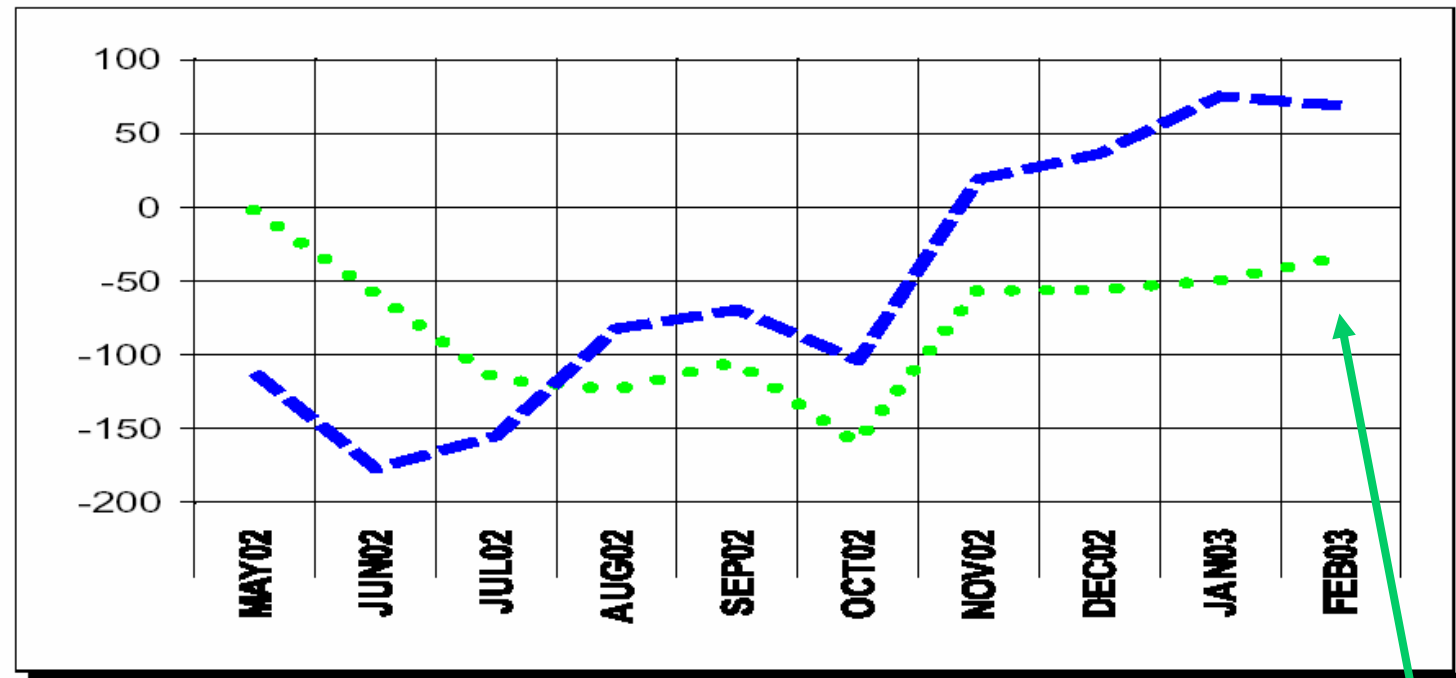
Cost and Schedule Performance Summary

-2% variance

+5% variance

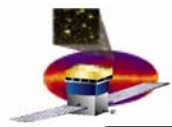
Schedule and Cost Variances are "in the green"

	WBS	BAC	BCWS	BCWP	ACWP	SV \$	CV \$	% BCWS	% BCWP	% ACWP	SV Trend	CV Trend	SPI	CPI	Cpi_Fcst	CpiSpi_Fcst
66	4.1.9	6,673	1,562	1,527	1,458	-35	69	23.41	22.89	21.85	↑	↓	0.978	1.047	6,373	6,484



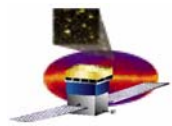
February Month End Data

The monthly Cost Variance trend is negative and the monthly Schedule Variance trend is positive



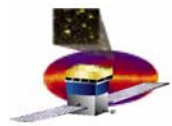
I&T Critical Milestones

- **Calibration Unit Critical Need Milestones**
 - Tracker Tower 1, 2 5 days float before I&T need date
 - CAL Module A, B 0 days float before I&T need date
 - CAL Module 1, 2 5 days float before I&T need date
 - TEM 1, 2 8 days float before I&T need date
 - The rest of the Calibration Unit deliveries have greater than two weeks of float before our need date.
- **Flight Unit Critical Milestones to LAT Integration**
 - EPUs 12 days float before I&T need date
 - SIU 17 days float before I&T need date
 - The rest of the Flight Unit deliveries have greater than three weeks of float before our need date.



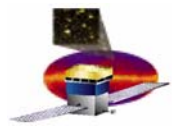
I&T Risk Summary (IPO Risk Database)

ID #	Risk Rank	Risk Description	Risk Mitigation
I&T/001	Very High	<ul style="list-style-type: none">• Late delivery to I&T of EM parts and EGSE software test scripts.• These late deliveries will impact I&T maturity.	<ol style="list-style-type: none">1) CDR plan incorporates known design requirements.2) Complete I&T EM activity post CDR (August - September).3) Incorporate lessons learned from EM plan into I&T (October – November)
I&T/002	Very High	<ul style="list-style-type: none">• Finalization of all LAT test plan requirements may not be complete by CDR.• Leads to a potentially compressed schedule and increased cost for I&T.	<ol style="list-style-type: none">1) End to end functional & performance evaluation audit to be completed by System Eng in support of CDR.2) Finalization of requirements for radiator on or off during acoustic test established 15-AUG-03 (Allows complete mechanical analysis evaluation).3) Airplane test contingent on above audit and test planning WG (Leisgang, Ritz, Bloom) recommendations to Althouse by 11/01/03.



I&T Risk Summary

ID #	Risk Rank	Risk Description	Risk Mitigation
I&T/003	Low	<ul style="list-style-type: none">• I&T EGSE is proceeding with in-house developed test executive software. This is our baseline plan.<ol style="list-style-type: none">1. make sure that the technical requirements that the LAT presents to the EGSE system are realized.2. make sure that ITAR rules are respected at Stanford.• Mission office has expressed the opinion that it would be desirable that our baseline executive software be exchanged for the executive software used by Spectrum Astro (SA) or the MOC for observatory integration and IOC operation. Such a change would have a major impact on our EGSE department in I&T.	<ol style="list-style-type: none">1) Implement current plan for LAT integration, observatory integration and IOC operations.2) Migrate LAT test executive to IOC implementation by IOC CDR (2/04).3) Implement end-to-end demo during observatory testing.



I&T Risk Summary

ID #	Risk Rank	Risk Description	Risk Mitigation
I&T/004	High	<ul style="list-style-type: none">• Delivery of flight hardware to I&T may be late. —the grid may be late.• Currently scheduled dates of the SLAC beam test of CU is April 12-June7, 2004.• Late deliveries could result in the loss of the beam test in 04 and late delivery of the LAT to NASA.	<ol style="list-style-type: none">1) SLAC will need notice by 10/15/03 if we plan to move the beam test or cancel the beam test.2) Compete plan to hire contract workers. We estimate that we will need minimum of 5 months notice to put in place agreements with qualified vendors for contract workers. Thus we will need to know by 01/15/04 if there will be delays in flight hardware delivery that will materially impact the LAT I&T schedule.