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### **Why 0's and 1's Just Don't Cut It**

Many safety managers proclaim that their Flight Data Monitoring (FDM) program is all they need to get the big picture of what's going on with their fleet in the real world. Well, that's not entirely true. While FDM can provide excellent data, the data are still limited to the "what" as opposed to the "why" it is happening. As an example, a significant amount of unstablized approaches at a particular airport may be showing up in the FDM data, but these "0's and 1's" don't do much to help us to understand the contributing factors leading up to these unstablized approaches.

A Line Operations Safety Audit (LOSA) is a great tool to complement your FDM data because LOSA's, which are conducted in real-time using trained observers, allow you to put words to the numbers. LOSA observers actually see what's happening and are recording their observations on a structured LOSA form. Are the unstablized approaches due to ATC issues? A Procedural problem? Checklist flow? These are things that FDM by itself cannot capture. But, by combining FDM with LOSA, you will have a much more robust picture and thus can take a more pragmatic approach to correcting any issues.