

**Aviation Safety Investigation Report  
199704320**

**de Havilland Canada  
Dash 8  
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**30 December 1997**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**



TQP was instructed to immediately descend to FL160 and TQG initiated a turn to increase the separation between the two aircraft. The aircraft proceeded safely to their destinations following this occurrence.

