

Routing Details

Search: Departing BOS on 09/01/17 for CPH
 Fare basis code PQRVSPEC
 Flying FI
 Routing via North Atlantic

V FARE BASIS BK FARE TRAVEL-TICKET AP MINMAX RTG
 1 PQRVSPEC P R 58.00 E20AU D200C SIML 1/ 1M AT01
 PASSENGER TYPE-ADT AUTO PRICE-YES
 FROM-BOS TO-CPH CXR-FI TVL-01SEP17 RULE-3340 IPRA/1
 FARE BASIS-PQRVSPEC SPECIAL FARE DIS-E VENDOR-ATP
 FARE TYPE-XPV RT-2ND LEVEL INSTANT PURCHASE NONREF
 USD 58.00 5005 E20AUG17 D20OCT17 FC-PQRVSPEC FN-2J
 SYSTEM DATES - CREATED 19APR17/1221 EXPIRES INFINITY

PUBLISHED RTG BOS-CPH/FI5005/TAR-TARG EF-20APR17 DIS-INDEF

/VIA THE ATLANTIC/
 MAP CONSTRUCTED LEFT TO RIGHT AND RIGHT TO LEFT
 1. BOS-FI-REK-FI-CPH.

Rules

Rule Category	Rule Text
RULE APPLICATION AND OTHER CONDITIONS	NOTE - THE FOLLOWING TEXT IS INFORMATIONAL AND NOT VALIDATED FOR AUTOPRICING. THIS FARE IS VALID FOR TRAVEL IN ECONOMY CLASS. APPLICATION TYPES OF TRANSPORTATION FARES GOVERNED BY THIS RULE CAN BE USED TO CREATE ONE-WAY/ROUND-TRIP/CIRCLE-TRIP/SINGLE OPEN-JAW JOURNEYS.
ELIGIBILITY	NO ELIGIBILITY REQUIREMENTS APPLY.
DAY/TIME	NO DAY/TIME TRAVEL RESTRICTIONS APPLY.
SEASONALITY	NO SEASONAL TRAVEL RESTRICTIONS APPLY.
FLIGHT APPLICATION	THE FARE COMPONENT MUST BE ON ONE OR MORE OF THE FOLLOWING ANY FI FLIGHT.
ADVANCE RESERVATIONS/TICKETING	CONFIRMED RESERVATIONS FOR ALL SECTORS AND TICKETING MUST BE COMPLETED AT THE SAME TIME. NOTE - TEXT BELOW NOT VALIDATED FOR AUTOPRICING. ----- WHEN COMBINING FARE ON HALF ROUND TRIP BASIS THE MORE RESTRICTIVE TICKET TIME LIMIT RULE APPLIES -----
MINIMUM STAY	CONFIRMED RESERVATIONS FOR ALL SECTORS ARE REQUIRED AT LEAST 42 DAYS BEFORE DEPARTURE. CONFIRMED RESERVATIONS FOR ALL SECTORS AND TICKETING MUST BE COMPLETED AT THE SAME TIME. TRAVEL FROM TURNAROUND MUST COMMENCE NO EARLIER THAN 1 DAY AFTER ARRIVAL AT THE TURNAROUND. NOTE - TEXT BELOW NOT VALIDATED FOR AUTOPRICING. WHEN COMBINING FARES ON HALF ROUND TRIP BASIS TH E MORE RESTRICTIVE MINIMUM STAY RULE APPLIES TRAVEL FROM TURNAROUND MUST COMMENCE NO EARLIER THAN 1201AM ON THE FIRST SUN AFTER ARRIVAL AT THE TURNAROUND. NOTE - TEXT BELOW NOT VALIDATED FOR AUTOPRICING. WHEN COMBINING FARES ON HALF ROUND TRIP BASIS TH E MORE RESTRICTIVE MINIMUM STAY RULE APPLIES

MAXIMUM STAY	<p>TRAVEL FROM TURNAROUND MUST COMMENCE NO LATER THAN 1 MONTH AFTER ARRIVAL AT TURNAROUND.</p> <p>NOTE - TEXT BELOW NOT VALIDATED FOR AUTOPRICING. OR PLEASE SEE TRAVEL PERIOD IN SESONALITY OR TRAVEL RESTRICTION CATEGORY ALSO- WHEN COMBINING FARES ON HALF ROUND TRIP BASIS THE MORE RESTRICTIVE MAXIMUM RULE APPLIES</p>
STOPOVERS	<p>1 STOPOVER PERMITTED IN EACH DIRECTION IN REK. A STOPOVER MAY NOT EXCEED 177 HOURS.</p> <p>NOTE - TEXT BELOW NOT VALIDATED FOR AUTOPRICING. STOPOVER IS 7 DAYS/177 HOURS IS TO ALLOW FOR FI FLIGHT SCHEDULE</p>
TRANSFERS	<p>FARE BREAK AND EMBEDDED SURFACE SECTORS NOT PERMITTED ON THE FARE COMPONENT.</p> <p>NOTE - TEXT BELOW NOT VALIDATED FOR AUTOPRICING. PLEASE REFER TO ROUTING</p>
COMBINATIONS	<p>OPEN JAWS/ROUND TRIPS/CIRCLE TRIPS FARES MAY BE COMBINED ON A HALF ROUND TRIP BASIS -TO FORM SINGLE OR DOUBLE OPEN JAWS A MAXIMUM OF TWO INTERNATIONAL FARE COMPONENTS PERMITTED. MILEAGE OF THE INTERNATIONAL OPEN SEGMENT MUST BE EQUAL/LESS THAN MILEAGE OF THE SHORTEST FLOWN FARE COMPONENT. THERE IS NO MILEAGE RESTRICTION ON AN OPEN SEGMENT WITHIN ONE COUNTRY. -TO FORM ROUND TRIPS/CIRCLE TRIPS. PROVIDED - COMBINATIONS ARE WITH ANY FARE FOR CARRIER FI IN RULE 3300/3310/3315/3320/3330/3340 IN TARIFF IPRA - BETWEEN USA/CA-AREA 2/3 AND GUAM-AREA 2 OR RULE 3400/3410/3415/3420/3430/3440 IN TARIFF IPRAI - BETWEEN THE USA/CANADA-AREA 2/3 VIA ATL OR IN THIS RULE AND TARIFF.</p> <p>OPEN JAWS/ROUND TRIPS/CIRCLE TRIPS FARES MAY BE COMBINED ON A HALF ROUND TRIP BASIS -TO FORM SINGLE OR DOUBLE OPEN JAWS/ROUND TRIPS/ CIRCLE TRIPS. PROVIDED - COMBINATIONS ARE WITH ANY FARE FOR CARRIER FI IN RULE 2400/2415/2440 IN TARIFF TAPVCR - BETWEEN CAN/USA-AREA 2/3 VIA ATL OR RULE 2300/2315/2340 IN TARIFF TAPVR - BETWEEN AREA 1-AREA 2/3 AND GUAM-AREA 2.</p> <p>END-ON-END END-ON-END COMBINATIONS PERMITTED WITH DOMESTIC FARES WITHIN UNITED STATES. VALIDATE ALL FARE COMPONENTS. SIDE TRIPS NOT PERMITTED. FARES MUST BE SHOWN SEPARATELY ON THE TICKET. TRAVEL MUST BE VIA THE POINT OF COMBINATION. PROVIDED - COMBINATIONS ARE FOR CARRIER FI/B6 IN ANY RULE IN TARIFF IPRA - BETWEEN USA/CA-AREA 2/3 AND GUAM-AREA 2 IPRAI - BETWEEN THE USA/CANADA-AREA 2/3 VIA ATL OR IN THIS RULE AND TARIFF.</p>
BLACKOUT DATES	NO BLACKOUT DATES APPLY.
SURCHARGES	<p>ORIGINATING NORTH AMERICA - IF INFANT WITHOUT A SEAT PSGR UNDER 2. OR - CONTRACT BULK INFANT PSGR UNDER 2. FOR RESERVATIONS ON/BEFORE 29SEP15/FOR TICKETING ON/BEFORE 29SEP15 THERE IS NO FUEL SURCHARGE PER ANY PASSENGER FOR DEPARTURE OF EACH TRANSATLANTIC SECTOR.</p> <p>ORIGINATING NORTH AMERICA - FOR RESERVATIONS ON/BEFORE 29SEP15/FOR TICKETING ON/BEFORE 29SEP15</p>

	<p>FUEL SURCHARGE OF USD 147.00 WILL BE ADDED TO THE APPLICABLE FARE PER ANY PASSENGER FOR DEPARTURE OF EACH TRANSATLANTIC SECTOR.</p> <p>NOTE - TEXT BELOW NOT VALIDATED FOR AUTOPRICING. FOR ID00R2 - ID00R1 - AND ID00S2- TICKETS THERE IS NO FUEL SURCHARGE PER DIRECTION</p>
ACCOMPANIED TRAVEL	ACCOMPANIED TRAVEL NOT REQUIRED.
TRAVEL RESTRICTIONS	VALID FOR TRAVEL COMMENCING ON/AFTER 20AUG17 AND ON/ BEFORE 20OCT17.
SALES RESTRICTIONS	<p>TICKETS MUST BE ISSUED ON THE STOCK OF FI. EXTENSION OF TICKET VALIDITY IS NOT PERMITTED.</p> <p>NOTE - TEXT BELOW NOT VALIDATED FOR AUTOPRICING. FULL AND SEQUENTIAL USE OF FLIGHT COUPONS - THE TICKET /OR E- TICKET IS NOT VALID IF THE FIRST COUPON HAS NOT BEEN USED AND WILL NOT BE HONORED IF ALL COUPONS ARE NOT USED IN THE SEQUENCE PROVIDED ON THE TICKET /OR E-TICKET.</p> <p>-----</p> <p>TICKET ISSUED IS VALID FOR ONE YEAR. - FOR TOTALLY UNUSED TICKETS SUBMITTED FOR EXCHANGE THE TICKET MUST BE REISSUED AND TRAVEL MUST BEGIN WITHIN ONE YEAR OF THE ORIGINAL DATE OF TICKET ISSUE. - FOR PARTLY USED TICKETS SUBMITTED FOR REISSUE THE TICKET MUST BE REISSUED AND ALL TRAVEL MUST BE COMPLETED WITHIN ONE YEAR FROM THE FIRST TRAVEL</p> <p>EL</p> <p>DATE OR ACCORDING TO MAX STAY CONDITION OF THE FARE.</p>
PENALTIES	<p>NOTE - TEXT BELOW NOT VALIDATED FOR AUTOPRICING.</p> <p>----- GENERAL -----</p> <p>--</p> <p>BEFORE AND AFTER DEPARTURE APPLY ANY CHARGE AS STATED BELOW IN CURRENCY OF COUNTRY OF FARE ORIGIN AND CONVERT TO CURRENCY OF PAYMENT IF NEEDED. THE CHANGE FEE AND ANY DIFFERENCE IN FARE MUST BE COLLECTED AT TIME OF CHANGE/REISSUE. ANY CHANGE OR NO-SHOW FEE SHOULD BE COLLECTED ON MCO OR AS DU IN TAX BOX AND MUST REMAIN NON-REFUNDABLE.</p> <p>-----</p> <p>WHEN COMBINING ON A HALF ROUNDTRIP BASIS THE PENALTY RULES FOR EACH FARE COMPONENT APPLY. WHEN DIFFERENT CHANGE FEE AMOUNTS APPLY TO EACH FARE COMPONENT ONLY COLLECT HIGHER CHANGE FEE IF BOTH FARE COMPONENTS ARE CHANGED AT THE SAME TIME.</p> <p>E.</p> <p>-----</p> <p>FARE DOWNGRADE IS NOT PERMITTED</p> <p>-----</p> <p>RESERVATION CHANGES MUST BE COMPLETED BEFORE THE DEPARTURE TIME OF THE ORIGINALLY SCHEDULED AND TICKETED FLIGHT OTHERWISE PASSENGER WILL BE CONSIDERED A NO-SHOW. A NEW FLIGHT RESERVATION MUST BE ENTERED IN THE PNR AT TIME OF CHANGE AND TICKET MUST BE REISSUED.</p> <p>-----</p> <p>ONE WAY FARES WITH FILED ADVANCE PURCHASE CONDITION MAY NOT BE CHANGED LESS THAN RESPECTIVE AP PRIOR TO SCHEDULED AND TICKETED FLIGHT. THESE</p>

FARES MAY BE UPGRADED TO THE HIGHER ECONOMY OW
FARE OR ECONOMY COMFORT OW FARE WITH APPL ADVANC

PURCHASE OR TO A BUSINESS CLASS OW FARE. FARE
DIFFERENCE AND CHANGE FEE MUST BE COLLECTED.

IN CASE OF FARE UPGRADE TO HIGHER CABIN ON SAME
FLIGHT/DATE THEN COLLECT ONLY FARE DIFFERENCE.
THIS DOES NOT APPLY TO FREQ.FLYER UPGRADE.

NAME CHANGES ARE NOT PERMITTED.

CHANGES

BEFORE DEPARTURE

CHARGE USD 275.00/DKK 1200.

CHILD/INFANT DISCOUNTS APPLY.

NOTE - TEXT BELOW NOT VALIDATED FOR AUTOPRICING.

CHANGE

-1- BEFORE OUTBOUND DEPARTURE OF JOURNEY AND
BEFORE ORIGINALLY SCHEDULED FLIGHT

IF CHANGE DOES NOT OCCUR ON THE FIRST FARE
COMPONENT OF THE JOURNEY NEW FARE MUST BE
RECALCULATED USING HISTORICAL FARES IN EFFECT
ON THE PREVIOUS TICKETING DATE OR CURRENT FARES
IN EFFECT ON DATE OF REISSUE -WHICHEVER IS LOWER
AND UNDER FOLLOWING CONDITIONS

- NEW FARE MUST BE EQUAL OR HIGHER THAN PREVIOUS
AND MUST COMPLY WITH ALL PROVISIONS OF THE NEW
FARE BEING APPLIED

IF CHANGE OCCURS ON THE FIRST FARE COMPONENT OF
THE JOURNEY ONLY OR ON THE FIRST FARE COMPONENT
PLUS OTHER FARE COMPONENT OF THE JOURNEY THEN TH

NEW FARE MUST BE RECALCULATED USING CURRENT FARE

IN EFFECT ON DATE OF REISSUE AND UNDER FOLLOWING
CONDITIONS

- NEW FARE MUST BE EQUAL OR HIGHER THAN PREVIOUS
AND MUST COMPLY WITH ALL PROVISIONS OF THE NEW
FARE BEING APPLIED

IN CASE OF UPGRADE TO A HIGHER FARE THE NON-
REFUNDABLE AMOUNT FROM THE OLD TICKET WILL REMAI

NON-REFUNDABLE.

2- BEFORE OUTBOUND DEPARTURE OF JOURNEY BUT AFTER
ORIGINALLY SCHEDULED FLIGHT/NO-SHOW

CHANGES MUST BE MADE BEFORE ORIGINALLY SCHEDULED
FLIGHT OTHERWISE PASSENGER WILL BE CONSIDERED A
NO-SHOW. IN CASE OF NO-SHOW TICKET IS NOT VALID
FOR LATER USE OR REFUND.

	<p>AFTER DEPARTURE CHARGE USD 275.00/DKK 1200. CHILD/INFANT DISCOUNTS APPLY. NOTE - TEXT BELOW NOT VALIDATED FOR AUTOPRICING. ----- CHANGE -----</p> <p>--</p> <p>-</p> <p>3- AFTER OUTBOUND DEPARTURE OF JOURNEY BUT BEFORE ORIGINALLY SCHEDULED RETURN FLIGHT -----</p> <p>NEW FARE MUST BE RECALCULATED USING HISTORICAL FARES IN EFFECT ON THE PREVIOUS TICKETING DATE AND UNDER FOLLOWING CONDITIONS - NEW FARE MUST BE EQUAL OR HIGHER THAN PREVIOUS AND MUST COMPLY WITH ALL PROVISIONS OF THE NEW FARE BEING APPLIED -----</p> <p>IN CASE OF UPGRADE TO A HIGHER FARE THE NON- REFUNDABLE AMOUNT FROM THE OLD TICKET WILL REMAI N NON-REFUNDABLE. -----</p> <p>--</p> <p>-</p> <p>4- AFTER OUTBOUND DEPARTURE OF JOURNEY AND AFTER ORIGINALLY SCHEDULED RETURN FLIGHT/NO-SHOW -----</p> <p>CHANGES MUST BE MADE BEFORE ORIGINALLY SCHEDULED FLIGHT OTHERWISE PASSENGER WILL BE CONSIDERED A NO-SHOW. IN CASE OF NO-SHOW TICKET IS NOT VALID FOR LATER USE OR REFUND. -----</p> <p>--</p> <p>CANCELLATIONS</p> <p>ANY TIME TICKET IS NON-REFUNDABLE. NOTE - TEXT BELOW NOT VALIDATED FOR AUTOPRICING. FOR TICKETS ISSUED ON/AFTER 10JAN12 THEN SAME REFUND RULES APPLY TO YR/Q FUEL SURCHARGE AS ARE APPLIED ON THE FARE SOLD.</p>
HIP/MILEAGE EXCEPTIONS	<p>THE HIGHER INTERMEDIATE POINT RULE DOES NOT APPLY FOR STOPOVERS. NOTE - - FARE IS NOT SUBJECT TO FARE CHECKS - IGNORE HIP - MILEAGE SURCHARGE DOES NOT APPLY</p>
TICKET ENDORSEMENTS	<p>THE ORIGINAL TICKET MUST BE ANNOTATED - CHG-REF PEN MAY APPLY - AND - CHK RULE - IN THE ENDORSEMENT BOX.</p>
CHILDREN DISCOUNTS	<p>INF/INFANT WITHOUT A SEAT PSGR UNDER 2 - CHARGE 10 PERCENT OF THE FARE. TICKETING CODE - BASE FARE CODE PLUS IN. MUST BE ACCOMPANIED ON ALL FLIGHTS IN THE SAME COMPARTMENT BY ADULT PSGR 12 OR OLDER. OR - INS/INFANT WITH A SEAT PSGR UNDER 2 - CHARGE 100 PERCENT OF THE FARE. TICKETING CODE - BASE FARE CODE PLUS CH. MUST BE ACCOMPANIED ON ALL FLIGHTS IN THE SAME COMPARTMENT BY ADULT PSGR 12 OR OLDER. OR - CNN/ACCOMPANIED CHILD PSGR 2-11 - CHARGE 100 PERCENT OF THE FARE. TICKETING CODE - BASE FARE CODE PLUS CH. MUST BE ACCOMPANIED ON ALL FLIGHTS IN THE SAME COMPARTMENT BY ADULT PSGR 12 OR OLDER. OR - UNN/UNACCOMPANIED CHILD PSGR 5-11 - CHARGE 100</p>

	<p>PERCENT OF THE FARE. TICKETING CODE - BASE FARE CODE PLUS CH. NOTE - TEXT BELOW NOT VALIDATED FOR AUTOPRICING. UNACCOMPANIED MINORS UNDER 5 YEARS OF AGE WILL NOT BE ACCEPTED FOR CARRIAGE.</p>
TOUR CONDUCTOR DISCOUNTS	NO DISCOUNTS FOR TOUR CONDUCTORS.
AGENT DISCOUNTS	NO DISCOUNTS FOR SALE AGENTS.
ALL OTHER DISCOUNTS	NO DISCOUNTS FOR OTHERS.
MISCELLANEOUS PROVISIONS	THIS FARE MUST NOT BE USED AS THROUGH FARE WITH A DIFFERENTIAL AND/OR TO CALCULATE DIFFERENTIAL.
FARE BY RULE	NOT APPLICABLE.
GROUPS	NO GROUP PROVISIONS APPLY.
TOURS	NO TOUR PROVISIONS APPLY.
VISIT ANOTHER COUNTRY	NO VISIT ANOTHER COUNTRY PROVISIONS APPLY.
DEPOSITS	NO DEPOSIT PROVISIONS APPLY.
VOLUNTARY CHANGES	<p>ORIGINATING DENMARK - IN THE EVENT OF CHANGES TO TICKETED FLIGHTS BEFORE DEPARTURE OF JOURNEY AND WITHIN TICKET VALIDITY CHARGE USD 275.00/DKK 1200 OR HIGHEST FEE OF ALL CHANGED FARE COMPONENTS - INFANT/CHILD DISCOUNTS APPLY AND</p> <p>REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-</p> <ol style="list-style-type: none"> 1. NO CHANGE TO 1ST FARE COMPONENT 2. SAME FARE ON 1ST FARE COMPONENT IS USED 3. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT 4. FI -SPEC FARE FAMILY IS USED 5. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF 6. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT 7. ALL RULE AND BOOKING CODE PROVISIONS ARE MET 8. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT <p>OR -</p> <p>REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-</p> <ol style="list-style-type: none"> 1. NO CHANGE TO 1ST FARE COMPONENT 2. SAME FARE ON 1ST FARE COMPONENT IS USED 3. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT 4. FI -ECON FARE FAMILY IS USED 5. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF 6. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT 7. ALL RULE AND BOOKING CODE PROVISIONS ARE MET 8. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT <p>OR -</p> <p>REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-</p> <ol style="list-style-type: none"> 1. NO CHANGE TO 1ST FARE COMPONENT 2. SAME FARE ON 1ST FARE COMPONENT IS USED 3. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT 4. FI -FLEX FARE FAMILY IS USED 5. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED

FARE IS IN PRIVATE TARIFF

6. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT

7. ALL RULE AND BOOKING CODE PROVISIONS ARE MET

8. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO 1ST FARE COMPONENT

2. SAME FARE ON 1ST FARE COMPONENT IS USED

3. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

4. FI -PLUS FARE FAMILY IS USED

5. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF

6. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT

7. ALL RULE AND BOOKING CODE PROVISIONS ARE MET

8. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO 1ST FARE COMPONENT

2. SAME FARE ON 1ST FARE COMPONENT IS USED

3. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

4. FI -SAGA FARE FAMILY IS USED

5. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF

6. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT

7. ALL RULE AND BOOKING CODE PROVISIONS ARE MET

8. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT TODAY

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

2. FI -SPEC FARE FAMILY IS USED

3. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF

4. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT

5. ADV RES IS MEASURED FROM REISSUE DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT TODAY

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

2. FI -ECON FARE FAMILY IS USED

3. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF

4. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT

5. ADV RES IS MEASURED FROM REISSUE DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT TODAY

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

2. FI -FLEX FARE FAMILY IS USED

3. PUBLIC FARES ARE USED IF TICKETED FARE IS IN

PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF

4. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT

5. ADV RES IS MEASURED FROM REISSUE DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT TODAY

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

2. FI -PLUS FARE FAMILY IS USED

3. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF

4. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT

5. ADV RES IS MEASURED FROM REISSUE DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT TODAY

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

2. FI -SAGA FARE FAMILY IS USED

3. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF

4. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT

5. ADV RES IS MEASURED FROM REISSUE DATE TO DEPARTURE OF PRICING UNIT

REFUND VIA ORIGINAL FORM OF PAYMENT

ENDORSEMENT BOX - NEW ENDORSEMENTS.

OR -

BEFORE DEPARTURE OF JOURNEY AND WITHIN TICKET VALIDITY

NO CHARGE CHARGE HIGHEST FEE OF ALL CHANGED FARE COMPONENTS - INFANT/CHILD DISCOUNTS APPLY AND

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO FLIGHT NUMBERS/FARE BREAKS

2. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

3. SAME TRAVEL DATES

4. FI -SAGA FARE FAMILY IS USED

5. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF

6. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT

7. ALL RULE AND BOOKING CODE PROVISIONS ARE MET

8. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO FLIGHT NUMBERS/FARE BREAKS

2. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

3. SAME TRAVEL DATES

4. FI -PLUS FARE FAMILY IS USED

5. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF

6. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT

7. ALL RULE AND BOOKING CODE PROVISIONS ARE MET

8. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

REFUND VIA ORIGINAL FORM OF PAYMENT
ENDORSEMENT BOX - NEW ENDORSEMENTS.

OR -

BEFORE DEPARTURE OF JOURNEY

CERTAIN DOMESTIC REISSUE PROVISIONS MAY BE OVERRIDDEN
BY THOSE OF FI INTERNATIONAL FARES CHARGE HIGHEST FEE
OF ALL CHANGED FARE COMPONENTS

CHANGES NOT PERMITTED/REFUND TKT-ANY REMAINING AMT
WILL APPLY TO NEW TKT

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. CHANGE IS AFTER ORIGINAL SCHEDULED FLIGHT

REFUND VIA ORIGINAL FORM OF PAYMENT

ENDORSEMENT BOX - NEW ENDORSEMENTS.

OR -

AFTER DEPARTURE OF JOURNEY AND WITHIN TICKET VALIDITY
CERTAIN DOMESTIC REISSUE PROVISIONS MAY BE OVERRIDDEN
BY THOSE OF FI INTERNATIONAL FARES

CHARGE USD 275.00/DKK 1200 OR HIGHEST FEE OF ALL
CHANGED FARE COMPONENTS - INFANT/CHILD DISCOUNTS
APPLY AND

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED
PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT

2. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

3. FI -SPEC FARE FAMILY IS USED

4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN
PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED
FARE IS IN PRIVATE TARIFF

5. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS
TKT

6. ALL RULE AND BOOKING CODE PROVISIONS ARE MET

7. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO
DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED
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DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED
PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT

2. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

3. FI -PLUS FARE FAMILY IS USED
4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
5. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT
6. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
7. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT
OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT
2. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

3. FI -SAGA FARE FAMILY IS USED
4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
5. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT
6. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
7. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

REFUND VIA ORIGINAL FORM OF PAYMENT
ENDORSEMENT BOX - NEW ENDORSEMENTS.

OR -
AFTER DEPARTURE OF JOURNEY AND WITHIN TICKET VALIDITY CERTAIN DOMESTIC REISSUE PROVISIONS MAY BE OVERRIDDEN BY THOSE OF FI INTERNATIONAL FARES

NO CHARGE CHARGE HIGHEST FEE OF ALL CHANGED FARE COMPONENTS - INFANT/CHILD DISCOUNTS APPLY AND

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO FLIGHT NUMBERS/FARE BREAKS
2. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT
3. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT
4. SAME TRAVEL DATES

5. FI -SAGA FARE FAMILY IS USED
6. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
7. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT
8. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
9. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -
REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO FLIGHT NUMBERS/FARE BREAKS
2. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT
3. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT
4. SAME TRAVEL DATES

5. FI -PLUS FARE FAMILY IS USED
6. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
7. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT
8. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
9. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

REFUND VIA ORIGINAL FORM OF PAYMENT
ENDORSEMENT BOX - NEW ENDORSEMENTS.

OR -
AFTER DEPARTURE OF JOURNEY

CERTAIN DOMESTIC REISSUE PROVISIONS MAY BE OVERRIDDEN BY THOSE OF FI INTERNATIONAL FARES CHARGE HIGHEST FEE OF ALL CHANGED FARE COMPONENTS

CHANGES NOT PERMITTED/REFUND TKT-ANY REMAINING AMT WILL APPLY TO NEW TKT

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. CHANGE IS AFTER ORIGINAL SCHEDULED FLIGHT

REFUND VIA ORIGINAL FORM OF PAYMENT

ENDORSEMENT BOX - NEW ENDORSEMENTS.

ORIGINATING UNITED STATES -

IN THE EVENT OF CHANGES TO TICKETED FLIGHTS BEFORE DEPARTURE OF JOURNEY AND WITHIN TICKET VALIDITY

CHARGE USD 275.00/DKK 1200 OR HIGHEST FEE OF ALL CHANGED FARE COMPONENTS - INFANT/CHILD DISCOUNTS APPLY AND

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO 1ST FARE COMPONENT

2. SAME FARE ON 1ST FARE COMPONENT IS USED

3. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

4. FI -SPEC FARE FAMILY IS USED

5. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF

6. ALL RULE AND BOOKING CODE PROVISIONS ARE MET

7. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO 1ST FARE COMPONENT

2. SAME FARE ON 1ST FARE COMPONENT IS USED

3. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

4. FI -ECON FARE FAMILY IS USED

5. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF

6. ALL RULE AND BOOKING CODE PROVISIONS ARE MET

7. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO 1ST FARE COMPONENT

2. SAME FARE ON 1ST FARE COMPONENT IS USED

3. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

4. FI -FLEX FARE FAMILY IS USED

5. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF

6. ALL RULE AND BOOKING CODE PROVISIONS ARE MET

7. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO 1ST FARE COMPONENT

2. SAME FARE ON 1ST FARE COMPONENT IS USED

3. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT

4. FI -PLUS FARE FAMILY IS USED

5. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF

6. ALL RULE AND BOOKING CODE PROVISIONS ARE MET

7. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO

DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO 1ST FARE COMPONENT
2. SAME FARE ON 1ST FARE COMPONENT IS USED
3. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT
4. FI -SAGA FARE FAMILY IS USED
5. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
6. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
7. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT TODAY

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT
2. FI -SPEC FARE FAMILY IS USED
3. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
4. ADV RES IS MEASURED FROM REISSUE DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT TODAY

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT
2. FI -ECON FARE FAMILY IS USED
3. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
4. ADV RES IS MEASURED FROM REISSUE DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT TODAY

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT
2. FI -FLEX FARE FAMILY IS USED
3. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
4. ADV RES IS MEASURED FROM REISSUE DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT TODAY

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

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2. FI -PLUS FARE FAMILY IS USED
3. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
4. ADV RES IS MEASURED FROM REISSUE DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT TODAY

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT
2. FI -SAGA FARE FAMILY IS USED
3. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
4. ADV RES IS MEASURED FROM REISSUE DATE TO DEPARTURE OF PRICING UNIT

REFUND VIA ORIGINAL FORM OF PAYMENT

ENDORSEMENT BOX - NEW ENDORSEMENTS.

OR -

BEFORE DEPARTURE OF JOURNEY AND WITHIN TICKET VALIDITY

NO CHARGE CHARGE HIGHEST FEE OF ALL CHANGED FARE COMPONENTS - INFANT/CHILD DISCOUNTS APPLY AND

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO FLIGHT NUMBERS/FARE BREAKS
2. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT
3. SAME TRAVEL DATES
4. FI -SAGA FARE FAMILY IS USED
5. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
6. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT
7. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
8. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO FLIGHT NUMBERS/FARE BREAKS
2. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT
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7. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
8. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

REFUND VIA ORIGINAL FORM OF PAYMENT

ENDORSEMENT BOX - NEW ENDORSEMENTS.

OR -

BEFORE DEPARTURE OF JOURNEY

CERTAIN DOMESTIC REISSUE PROVISIONS MAY BE OVERRIDDEN BY THOSE OF FI INTERNATIONAL FARES CHARGE HIGHEST FEE OF ALL CHANGED FARE COMPONENTS

CHANGES NOT PERMITTED/REFUND TKT-ANY REMAINING AMT WILL APPLY TO NEW TKT

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. CHANGE IS AFTER ORIGINAL SCHEDULED FLIGHT

REFUND VIA ORIGINAL FORM OF PAYMENT

ENDORSEMENT BOX - NEW ENDORSEMENTS.

OR -

AFTER DEPARTURE OF JOURNEY AND WITHIN TICKET VALIDITY CERTAIN DOMESTIC REISSUE PROVISIONS MAY BE OVERRIDDEN BY THOSE OF FI INTERNATIONAL FARES

CHARGE USD 275.00/DKK 1200 OR HIGHEST FEE OF ALL CHANGED FARE COMPONENTS - INFANT/CHILD DISCOUNTS APPLY AND

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT
2. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT
3. FI -SPEC FARE FAMILY IS USED
4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
5. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT
6. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
7. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO

DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT
2. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT
3. FI -ECON FARE FAMILY IS USED
4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
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6. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
7. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT
2. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT
3. FI -FLEX FARE FAMILY IS USED
4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
5. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT
6. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
7. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

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6. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
7. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

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2. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT
3. FI -SAGA FARE FAMILY IS USED
4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
5. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT
6. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
7. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

REFUND VIA ORIGINAL FORM OF PAYMENT

ENDORSEMENT BOX - NEW ENDORSEMENTS.

OR -

AFTER DEPARTURE OF JOURNEY AND WITHIN TICKET VALIDITY CERTAIN DOMESTIC REISSUE PROVISIONS MAY BE OVERRIDDEN BY THOSE OF FI INTERNATIONAL FARES

NO CHARGE CHARGE HIGHEST FEE OF ALL CHANGED FARE COMPONENTS - INFANT/CHILD DISCOUNTS APPLY AND

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED

	<p>PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-</p> <ol style="list-style-type: none"> 1. NO CHANGE TO FLIGHT NUMBERS/FARE BREAKS 2. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT 3. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT 4. SAME TRAVEL DATES 5. FI -SAGA FARE FAMILY IS USED 6. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF 7. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT 8. ALL RULE AND BOOKING CODE PROVISIONS ARE MET 9. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT <p>OR -</p> <p>REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED</p> <p>PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-</p> <ol style="list-style-type: none"> 1. NO CHANGE TO FLIGHT NUMBERS/FARE BREAKS 2. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT 3. CHANGE IS BEFORE ORIGINAL SCHEDULED FLIGHT 4. SAME TRAVEL DATES 5. FI -PLUS FARE FAMILY IS USED 6. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF 7. NEW TKT HAS EQUAL OR HIGHER VALUE THAN PREVIOUS TKT 8. ALL RULE AND BOOKING CODE PROVISIONS ARE MET 9. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT <p>REFUND VIA ORIGINAL FORM OF PAYMENT</p> <p>ENDORSEMENT BOX - NEW ENDORSEMENTS.</p> <p>OR -</p> <p>AFTER DEPARTURE OF JOURNEY</p> <p>CERTAIN DOMESTIC REISSUE PROVISIONS MAY BE OVERRIDDEN BY THOSE OF FI INTERNATIONAL FARES CHARGE HIGHEST FEE OF ALL CHANGED FARE COMPONENTS</p> <p>CHANGES NOT PERMITTED/REFUND TKT-ANY REMAINING AMT WILL APPLY TO NEW TKT</p> <p>PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-</p> <ol style="list-style-type: none"> 1. CHANGE IS AFTER ORIGINAL SCHEDULED FLIGHT <p>REFUND VIA ORIGINAL FORM OF PAYMENT</p> <p>ENDORSEMENT BOX - NEW ENDORSEMENTS.</p>
VOLUNTARY REFUNDS	NO VOLUNTARY REFUNDS DATA FOUND.
NEGOTIATED FARES	NOT APPLICABLE.
INTERNATIONAL CONSTRUCTION	NOT A CONSTRUCTED FARE