



Qantas International Ticket Reissue Policy

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UPDATE

Key Changes

- Updated to Residual Vales paragraph
- Update to Definition index: Ticket Taxes
- Update to Definition index: Carrier Imposed Fees
- Section 6 – Treatment of Taxes and Carrier Imposed Fees on Reissue
- Update to policy to remove nett remit references

1 GENERAL

These definitions and principles apply to the reassessment of all Qantas International Tickets for fares in all cabins and booking classes at time of Reissue.

There are **two types** of Reissues:

- **Type 1** are reissues within the same Fare Type with no change to the Fare Construction Points (excluding oneworld Fare Products and Global Explorer Fares); and
- **Type 2** are all other Reissues including:
 - Reissues within the Same Fare Type with a change to the Fare Construction Points.
 - Reissues to a Different Fare Type with a change to the Fare Construction Points
 - Reissues to a Different Fare Type with no change to the Fare Construction Points
 - Reissue of oneworld Fare Products and Global Explorer Fares.

Qantas International Public Fares can be Reissued to any Qantas Public Fare, including Qantas Domestic fare, (or Qantas/Emirates combined fare on JCA Routes), unless specifically prohibited by the fare rule. Qantas International Public Fares cannot be reissued to Qantas Nett Fares or Qantas Private Fares at any time.

Exception: Qantas Fares commencing travel in Australia cannot be used as credit towards Qantas fares for travel commencing in another country.

If the ticket includes Qantas or another airline's end-on-end fare(s) combined with a Qantas International Fare or Qantas/Emirates combined fare on JCA Routes (where permitted), and any of the sectors on the Journey requires a Type 2 Reissue, the Type 2 Reissue application applies only to the fare being changed. If the fare being changed is another carrier's end-on-end fare, refer to other carrier's fare conditions. If the entire Journey is changed, then reprice the entire Journey as a Type 2 Reissue.

E-TICKET SERVICING

Revalidation of Qantas International tickets is not permitted, except for Flex Fares and only when, after fare reassessment, there is no Change Fee or No Show Fee collection or additional Fare and/or Ticket Taxes and Carrier Imposed Fees resulting from a change.

In all other cases (on/after 01 September 2014) a reissue of the Ticket is required. This applies to all Qantas International Tickets validated to Qantas (081).

Exception: Changes made to Emirates operated flights must be reissued at all times, including Qantas codeshare flights with 'QF' flight number operated by Emirates or an Emirates 'EK' flight number operated by Emirates.

Refer to the E-ticket Servicing Policy for further detail.

2 DEFINITIONS

After Departure applies to any time after commencement of travel, i.e. When the ticket has been partially used.

Base Fare means the sum of all the components shown in the fare construction field on the ticket including any "Q" and "S" surcharges, but exclusive of Ticket Taxes and Carrier Imposed Fees. Ticket Taxes shown under codes separately on the ticket, and in ticket fields other than the FARE field, are not part of the fare construction and are therefore excluded from the assessment of the Base Fare.

Before Departure applies to any time before travel on the ticket has commenced, i.e. the ticket is wholly unused.

Carrier Imposed Fees are charges such as fuel, insurance, and environmental surcharges raised by the airline and do not include Ticket Taxes

Change Fees means those fees that may be applicable when a change permitted by the fare rules is made and does not include any applicable fees for Qantas or Travel Agent assisted services.

Current in relation to fares, fees, Carrier Imposed Fees or Ticket Taxes means those applicable on the date a ticket is reissued.

Domestic in relation to tickets and airfares means those relating to travel within Australia only and which are not combined with an international Journey.

EMD-S means Electronic Miscellaneous Document-Stand Alone, being an electronic receipt for payments such as Change Fees.

Fare Basis is the code in the "fare basis/ticket designator" field on the ticket which identifies the fare rule being used. In some circumstances the re-assessment of the ticket will assume the same Fare Basis, where the Fare Basis exists in seasonal or day-of-week variations.

Fare Break Points see "Fare Construction Points"

Fare Construction Points (sometimes known as 'Fare Break Points') are the points at which the fare components of a fare construction are separated.

Fare Type include:

Same Fare Type means fares under the same rule with the same Fare Basis, or permitted variations of it, but using the same booking class designator. "Same Fare Type" includes seasonal variations of the Fare Basis e.g. SHREU/SKREU/SLREU and day-of-week variations of the fare basis e.g. MXAP/MWAP.

Different Fare Type means fares that are under the same rule but have a different Fare Basis: e.g. Or SHREU/MHREU or fares under different rules: e.g. HLSS/CFUS.

Flex Fares are fares that are fully refundable and carry no voluntary Change or Cancellation fees.

Fully Refundable Fares are fares that permit the entire value of the fare to be refunded.

Historical means those fares, fees, Carrier Imposed Fees or Ticket Taxes applicable at the date the original ticket was issued.

International (in relation to tickets and airfares) means those for travel between two countries, and includes any domestic sectors that form part of the same Journey.

JCA means Joint Coordination Agreement between Qantas and Emirates

JCA Routes means routes operated by Qantas and/or Emirates between Australia and UK/Europe/Middle East/North Africa/New Zealand including Bangkok/Singapore/Kuala Lumpur/Dubai.

Journey refers to the grouped fares in the fare construction on the ticket – that is, all of the sectors together that cover the end-to-end travel. A multi-sector journey may extend over two or more conjunction tickets, sharing the same fare construction.

Nett Fares are fares filed at a price exclusive of Ticket Taxes and Carrier Imposed Fees. Nett Fares are private fares (meaning negotiated fares that are not available to the general public).

Non Refundable Fares are fares from which the Base Fare is deducted before any refund of Ticket Taxes and/or Carrier Imposed Fees.

Public Fare means fares available to the general public and excludes Nett Fares.

Partially Refundable Fares are fares from which a cancellation fee is deducted before refunding the remaining value of the ticket.

Qantas International Tickets are those tickets validated to Qantas (QF-081).

Reissue means replacement of an existing ticket with a new ticket.

Re-Routing means any change to any of the ticketed origin, destination, transit or stopover points originally ticketed. For fares with different conditions for revalidation and re-routing – revalidation means a change in flight number /date/time only, with all other features of the Journey unchanged. Any other change to flights is considered re-routing and will attract the Re-Routing conditions. Tickets must be reissued where Re-Routing occurs.

Revalidation means a change in flight number, date, and/or time only, with all other features of the Journey unchanged including price.

Ticket Taxes are all taxes, fees, levies and charges that are payable by the purchaser of an airline ticket, including amounts imposed by airports and taxing authorities, regardless of whether a fare is payable for the ticket and exclude Carrier Imposed Fees.

3 TICKET RE-ASSESSMENT

TYPE 1 REISSUE

3.1 APPLICATION

(TYPE 1 are Reissues within the Same Fare Type with no change to the Fare Construction Points.)

| | | |
|--|-------------|--------------------------|
| | IF | |
| Flight Number | or | |
| Date | or | |
| Routing (as permitted within the ticketed fare type) or Any combination of these | | ARE BEING CHANGED |
| | AND | |
| Fare Construction Points | | DO NOT CHANGE |
| | AND | |
| The Same Fare Type | | IS BEING USED |
| | THEN | |

Use HISTORICAL FARES

This applies for changes **both** Before Departure and After Departure.

3.1.1 RULES

- a) If the new Base Fare is higher than the original Base Fare, the difference is collected from the passenger.
- b) If the new Base Fare is lower than the original Base Fare, the difference is refunded to the passenger, regardless of the cancellation/refund rules for the fare type. Refer to Section 5– Residual Value Processing.
- c) If Advance Purchase conditions exist in the fare rules:
 - i) Before Departure: Any Advance Purchase condition is calculated from the original date of issue of the first ticket in the sequence to the new date of departure.
 - ii) After Departure: Any advance purchase condition is calculated from the original date of issue of the first ticket in the sequence.

d) oneworld Fare Products and Global Explorer Fares:

- i) All reissues require re-price using Current Fares, except where the fare rule specifically states the Historical Fare level ticketed may be maintained.

TYPE 2 REISSUE

3.2 APPLICATION

TYPE 2 includes:

Reissues within the Same Fare Type with a change to the Fare Construction Points;
Reissues to a Different Fare Type with a change to the Fare Construction Points; and
Reissues to a Different Fare Type with no change to the Fare Construction Points.)

| | | |
|---------------------------------|-------------|---|
| | IF | |
| Fare Construction Points | or | |
| Fare Type | or | |
| both of the above | | ARE BEING CHANGED |
| | THEN | |
| | | Use CURRENT FARES for Before Departure |
| | | Use HISTORICAL FARES for After Departure |

3.2.1 RULES FOR TYPE 2 REISSUE

- a) Non-refundable Fares and Partially-Refundable Fares:
 - i) Reissue to an equal or higher Base Fare is always required when changes are made to the Fare Type and/or Fare Construction Points.
 - ii) Reissue to a lower Base Fare is not permitted.
- b) Refundable Fares (Fully-refundable, with no cancellation fees):
 - i) Reissue to a lower, equal or higher Base Fare is permitted.
Refer to Section C - Residual Value Processing
- c) Advance Purchase conditions exist in the fare rules:
 - i) Before Departure: Any Advance Purchase condition is calculated from the date of issue of the new ticket.
 - ii) After Departure: Any Advance Purchase condition is calculated from the original date of issue of the first ticket in the sequence.

d) oneworld Fare Products and Global Explorer Fares:

- ii) All reissues require re-price using Current Fares, except where the fare rule specifically states the Historical Fare level ticketed may be maintained.

4 CHANGE FEES

4.1 QANTAS JOURNEYS

Change Fees apply:

Per passenger per ticket

In addition to any difference in fare and/or surcharges, Carrier Imposed Fees and Ticket Taxes collected the time of reissue.

The Change Fee charged is the Historical Change Fee in effect at the date of original ticket issue.

- a) When different QF fares are combined on a ½ RT basis, or end-on, to form a RT/CT/OJ:
 - i) If a change is being made to only one fare component, the fee applicable to the component being changed will apply.
 - ii) If a change is being made to more than one QF fare component in a single transaction, the highest (most restrictive) of the Change Fees required on the changed components will apply to the entire transaction. Only one Change Fee will be applied to the ticket.

4.2 INTERLINE JOURNEYS

When a Qantas fare is combined with another carrier's fare to form a RT/CT/OJ:

a) On a ½ RT basis

- i) When the fare components of each carrier are being changed in a single transaction, the highest (most restrictive) of the Change Fees required on the changed components will apply to the entire transaction.
- ii) That is, only one Change Fee will be applied to the ticket.

Exception: When a Qantas Fare is combined with a Jetstar fare on a ½ RT basis to form a RT/CT/OJ fare, the Change Fee required by each carrier on the changed components will apply.

b) On an end-on-end basis

- i) When a QF fare is combined end-on with another carrier's fare(s) and both the fare components of both fares are being changed, the Change Fees applicable to both fares will be applied.
- ii) That is, the Change Fee of the QF fare and the Change Fee according to the fare rule of the other carrier's end-on combined fare will be applied.

4.3 CHANGE FEE COLLECTION

Where a Change Fee applies in accordance with a ticketed fare, it must be receipted separately from the ticket using EMD-S. The EMD-S must be raised at the time of reissue and cross referenced to the new ticket number.

In all instances where a Change Fee applies, the ticket must be reissued and is not permitted to be revalidated. This applies to all International and Domestic fares validated to Qantas (QF-081).

Change Fee Codes

The Change Fee for EMD-S is identified using the following codes:

- Service Code "REIS"
- RFIC: "D"; and
- RFISC: "981"

Cross Referencing

The EMD-S for Change Fee is receipted separately and is cross referenced to the new ticket number at the time of the change.

Multiple Change Fees

When multiple Change Fees apply for the changes being made, individual EMD-S are not required.

- A single EMD-S can be issued for multiple Change Fees;
- The EMD-S payment is a lump sum of the of the combined total of the Change Fees applicable;
- No breakdown is required

Residual Values

Qantas is enabled for the use of Residual Value for Refund (RSVR) functionality with most GDS systems. RSVR allows the remaining amount on a ticket (excluding GST) to be used as credit towards payment of Change Fees as well as Fare/Ticket Taxes on a new ticket. RSVR is facilitated by an EMD-S using the RFIC D and RFICS 996. If Travel Agents require any further information on the use of RSVR please direct your request to your GDS provider.

If technically not possible in your GDS, you will need to collect payment for the Change Fee and issue an EMD-S.

Revalidation vs Reissue

In all instances where a Change Fee applies, the ticket must be reissued and the EMD receipted separately from the ticket using EMD-S. The ticket is not permitted to be revalidated. This applies to International and Domestic tickets.

The table demonstrates examples only.

Refer to the fare conditions of the fare ticketed for applicable Change Fees.

| Fare Component | Fare Basis | Change Fee | Changed portion (Indicated by X) |
|--|--|--|----------------------------------|
| SYDLON LON SYD | S*REU /QF Y*REU /QF | \$100 - | X |
| *Nil fee applied as the change only occurred on the SYDLON portion | | | |
| SYDLON LONSYD | S*REU /QF U*E1YAU1/EK | \$100 \$100 | X X |
| *\$100 fee applied – only 1 fee applies | | | |
| LONSYD SYDAKL AKLLON | Q*EE /EK NRT /QF Q*RT /QF | \$100 \$50 \$100 | X X X |
| *\$100 fee applied – only 1 fee applies | | | |
| LONSYD SYDAKL AKLMEL MELLON | Q*RT /QF NRT /QF NRT /QF B*FEU /QF | \$100 \$50 \$50 - | X X |
| *\$100 fee applied | | | |
| LONSYD SYDAKL AKLNAN ARNK MELLON | Q*RT /QF NRT /QF VRT /QF B*FEU /QF | \$100 \$50 \$100 - | X |
| *\$50 fee applied | | | |
| BNEMEL MELLON LONMEL MELBNE | SRT /QF K*SEU /QF K*SEU /QF LRT /QF | \$150 \$80 \$80 \$100 | X X |
| *\$150 fee applied | | | |

5 RESIDUAL VALUE PROCESSING

TYPE 1 REISSUE

5.1 APPLICATION OF TYPE 1 REISSUE

5.1.1 Rules for Type 1 Reissue

- a) Non-Refundable and Partially-Refundable fares
- i) The ticket can be reissued to a new lower Base Fare and the residual value can be used as credit towards additional Ticket Taxes and Carrier Imposed Fees and/or Change Fees. If there is still residual value, this must be refunded.
 - ii) The remaining residual value is refundable regardless of whether the fare itself is Non-Refundable or Partially-Refundable.

| | | | | |
|--|-------------|-------|--------------|---------|
| Ticket being reissued | SYD HKG SYD | 07DEC | LHRHK | AUD1230 |
| New Ticket | SYD HKG SYD | 09JUL | LLRHK | AUD640 |
| Residual credit AUD1230 – AUD640 = AUD590 Less additional Ticket Taxes and Carrier Imposed Fees AUD17.70 Less AUD100 Change Fee = AUD472.30 refundable residual value | | | | |

| | | | | |
|--|-----------------|-------|---------------|---------|
| Ticket being reissued | SYD DXB LON | 13AUG | SHROEU | AUD1586 |
| New Ticket | SYD BKK/DXB LON | 30MAR | SKROEU | AUD1359 |
| Residual credit AUD1586 – AUD1359 = AUD227 Less additional Ticket Taxes and Carrier Imposed Fees AUD0 Less AUD100 Change Fee = AUD127 refundable residual value | | | | |

5.2 APPLICATION OF TYPE 2 REISSUE

5.2.1 Rules of Type 2 Reissue

- a) Non-Refundable and Partially-Refundable fares
 - i) Reissue to a lower Base Fare is not permitted.

5.2.2 Rules for Type 1 and Type 2 Reissues

- a. Fully Refundable fares, with no cancellation fee, except after No Show.
 - i) The ticket can be reissued to a new lower Base Fare and the residual value can be used as credit towards additional Ticket Taxes and Carrier Imposed Fees and/or Change Fees. If there is still residual value, this must be refunded.

| | | | | |
|--|-------------|-------|--------------|---------|
| Ticket being reissued | SYD LAX SYD | 17FEB | BLFUS | AUD2680 |
| New Ticket | SYD LAX SYD | 30MAR | MLRUS | AUD1055 |
| Residual credit AUD2680 – AUD1055 = AUD1625 Less additional Ticket Taxes and Carrier Imposed Fees AUD0 No Change Fee AUD1625 refundable residual value | | | | |

| | | | | |
|--|-------------|-------|---------------|---------|
| Ticket being reissued | MEL SYD JNB | 20MAY | YLFZAO | AUD2308 |
| New Ticket | SYD LON | 15DEC | KLSOEU | AUD1433 |
| Residual credit AUD2308 – AUD1433 = AUD452 Less additional Ticket Taxes and Carrier Imposed Fees AUD39.05 No Change Fee AUD1671.90 refundable residual value | | | | |

6 TAXES AND CARRIER IMPOSED FEES

6.1 TYPE 1 REISSUE

When a ticket is reissued Before Departure

- i. Ticket Taxes are repriced at Current values on the date of the change – the date of ticket Reissue
- ii. Carrier Imposed Fees are repriced at the rates applicable on the date of the last ticket issue

When a ticket is reissued After Departure

- i. Ticket Taxes are repriced at the rates applicable on the date of the last ticket issue
- ii. Carrier Imposed Fees are repriced at the rates applicable on the date of the last ticket issue

Note:

- a) Any additional collection must be collected.
- b) Any residual unused Ticket Taxes (excluding G.S.T) or Carrier Imposed Fees may be used as credit towards the new ticket; including to different Ticket Tax codes, Carrier Imposed Fees and Base fare.
- c) The Change Fee must be receipted separately from the ticket using EMD-S.
- d) If there is still residual value this must be refunded.

6.2 TYPE 2 REISSUE

When a ticket is reissued Before Departure

- i. Ticket Taxes and Carrier Imposed Fees are repriced at Current values on the date of the change – the date of ticket Reissue

When a ticket is reissued After Departure

- i. Ticket Taxes and Carrier Imposed Fees are repriced at the rates applicable on the date of the last ticket issue

Note:

- a) Any additional collection must be collected.
- b) Any residual unused Ticket Taxes (excluding G.S.T) or Carrier Imposed Fees may be used as credit towards the new ticket; including to different Ticket Tax codes, Carrier Imposed Fees and Base Fare.
- c) The Change Fee must be receipted separately from the ticket using EMD-S.
- d) If there is still residual value this must be refunded.

7 RATE OF EXCHANGE (R.O.E.)

7.1 BEFORE DEPARTURE

- a) When the ticket is Reissued Before Departure:
 - ii. If Current Fares are used (see above), the R.O.E is the rate applicable at the date of Reissue.
 - iii. If Historical Fares are used, the Historical R.O.E applies, or if there has been a subsequent Reissue then the R.O.E that applied on the date of the last ticket Reissue.

7.2 AFTER DEPARTURE

- a) When the ticket is Reissued After Departure:
 - i) Historical R.O.E will apply – the date of original ticket issue.
-

8 EXAMPLES

8.1 BEFORE DEPARTURE

8.1.1 TYPE 1 REISSUE

For these examples, no Change Fees are assumed, for simplicity. Refer to relevant fare conditions for any applicable Change Fees.

a)

| | | | |
|---|-----------------|-------|-------|
| Ticket being reissued | SYD LON DXB SYD | 01MAY | BKFEU |
| New Ticket | SYD LON DXB SYD | 05MAY | BKFEU |
| <ul style="list-style-type: none"> • Change to departure date. • No change to Fare Basis or Booking Class. • No change to Fare Construction Points. • The original fare applies - there is no difference in fare | | | |

b)

| | | | |
|---|-------------------|------|-------|
| Ticket being reissued | SYD QF11 LAX SYD | 1MAY | KKSUS |
| New Ticket | SYD QF107 LAX SYD | 1MAY | KKSUS |
| <ul style="list-style-type: none"> • Change to flight number • No change to departure date. • No change to Fare Construction Points. • The original fare applies - there is no difference in fare. | | | |

c)

| | | | |
|--|---------------------|-------|-------|
| Ticket being reissued | SYD LON DXB BKK SYD | 01NOV | MLREU |
| New Ticket | SYD LON DXB SIN SYD | 01NOV | MLREU |
| <ul style="list-style-type: none"> • Change to the routing, as permitted within the fare rules. • No change to departure date. • No change to Fare Basis or Booking Class. • No change to Fare Construction Points. • The original fare applies - there is no difference in fare. | | | |

d)

| | | | |
|---|-------------|-------|-------|
| Ticket being reissued | SYD HKG SYD | 01APR | LLRHK |
| New Ticket | SYD HKG SYD | 10DEC | LHRHK |
| <ul style="list-style-type: none"> • Change to departure date. • A variant seasonal code is being used within the same Fare Basis. • No change to Fare Construction Points. • There is a difference in fare. Historical Fare for this fare type is compared and the additional fare between LLRHK and LHRHK is collected. | | | |

e)

| | | | |
|---|-------------------|-------|-------|
| Ticket being reissued | BNE LAX BNE | 01APR | SKRUS |
| New Ticket | BNE o/HNL LAX BNE | 20NOV | SLRUS |
| <ul style="list-style-type: none"> • Change to departure date. • A variant seasonal code is used within the same Fare Basis. • No change to Fare Construction Points. • HNL added to routing. Stopover charge to be applied. • Change in season results in a change of fare. Historical Fare for this fare type is compared and the residual between SKRUS and SLRUS is determined. • Stopover charge is then applied. <p>If, after the changes, there is:</p> <p>i) Residual amount: it is refunded to the passenger. ii) Owing amount: additional amount is collected from the passenger.</p> | | | |

8.1.2 TYPE 2 REISSUES

For these examples, no Change Fees are assumed, for simplicity. Refer to relevant fare rules for any applicable Change Fees.

a)

| | | | |
|---|-------------|-------|----------|
| Ticket being reissued | SYD LON ATH | 01APR | QLAOEB14 |
| New Ticket | SYD LON | 01APR | QLAOEB14 |
| <ul style="list-style-type: none"> • Change to Fare Construction Points. • No change to Fare Basis or Booking Class. • Current Fares to be used in the reassessment process. | | | |

b)

| | | | |
|--|-------------|-------|---------|
| Ticket being reissued | SYD LON SYD | 01APR | QLAEB14 |
| New Ticket | SYD LON SYD | 05APR | BKFEU |
| <ul style="list-style-type: none"> • Change to Fare Basis and Booking Class. • No change to Fare Construction Points. • Current Fares to be used in the reassessment process. | | | |

c)

| | | | |
|---|------------------------|-------|-------|
| Ticket being reissued | SYD LON ATH // LON SYD | 1APR | SKREU |
| New Ticket | SYD LON SYD | 15APR | MKREU |
| <ul style="list-style-type: none"> • Change to Departure date. • Change to Fare Construction Points. • Change to Fare Basis and Booking Class. • Current Fares to be used in the reassessment process. | | | |

Rules for Non-Refundable Fares and Partially Refundable Fares

1. Fare must be reissued to a fare of equal or higher value.
2. Any additional Fare, Ticket Tax, Carrier Imposed Fees and/or Change Fee must be collected.

Rules for Fully Refundable Fares

1. Fare may be reissued to a fare of lower value.
2. Any residual value must be refunded.

8.2 AFTER DEPARTURE

8.2.1 TYPE 1 AND TYPE 2 REISSUES

For these examples, no Change Fees are assumed, for simplicity. Refer to relevant fare rules for any applicable Change Fees.

Note: The examples below reflect the unused ticket portion only (i.e. these reissues are taking place in LON. Travel to LON has already taken place.)

a)

| | | | |
|--|-------------|-------|-------|
| Ticket being reissued | LON SIN SYD | 01MAY | LKREU |
| New Ticket | LON SIN SYD | 05MAY | LKREU |
| <ul style="list-style-type: none"> • Change to Departure date. • No change to Fare Construction Points. • No change to Fare Basis and Booking class. • There is no difference in fare – no additional collection | | | |

b)

| | | | |
|---|-------------|-------|-------|
| Ticket being reissued | LON DXB SYD | 01MAY | MHREU |
| New Ticket | LON DXB MEL | 01MAY | MHREU |
| <ul style="list-style-type: none"> • No change to Departure date. • Change to Fare Construction Points. • No change to Fare Basis or Booking class. • Historical Fares to be used in the reassessment process. | | | |

c)

| | | | |
|------------------------------|---------|-------|---------|
| Ticket being reissued | LON SYD | 01MAY | QKAEB14 |
| New Ticket | LON SYD | 05MAY | BKFEU |

- Change to **Departure date.**
- Change to **Fare Basis and Booking class.**
- No change to **Fare Construction Points.**
- Historical Fares to be used in the reassessment process.

d)

| | | | |
|---|-------------|-------|-------|
| Ticket being reissued | LON DXB MEL | 01MAY | YKFEU |
| New Ticket | LON DXB PER | 01MAY | YKFEU |
| <ul style="list-style-type: none"> • No change to Departure date. • No change to Fare Basis or Booking Class. • Change to Fare Construction Points. • Historical Fares to be used in the reassessment process and the difference refunded. | | | |