



## Save up to 77% to deep South America, while you can.

Has the world been turned upside down?! How else to explain a one-off First Class [tactical fare](#) to South America that's A) cheaper than a First Class fare to Europe, and B) not the usual price gouge you get from an airline that monopolizes a particular route.

That's the case here. If you want to travel to southern South America in First Class, you have... (counting on fingers) ...one option: American Airlines. Usually in this scenario, the airline will charge whatever it wants because it runs the show (and sells the popcorn).

But FCF is happy to tell you wonderful readers that we have found an absolute showstopper of a deal out of Miami to Buenos Aires in First Class for [\\$3,634](#) round-trip, non-stop, offered for January and March to August, 2020.

That's an amazing First Class fare for 18 hours of flying. If you're not based in Miami, don't worry—we'll give you a deal to get there too.

## DON'T USE MILES FOR AN UPGRADE OR A FREE AWARD TICKET

The lowest Business Class fare from Miami to Buenos Aires is \$2,434 (\$1,200 less than First Class). Now, that difference is almost the same as the co-pay for an upgrade to First Class with American (\$1,100), making **an upgrade with miles worthless**, as an upgrade also requires 50,000 miles. There's also **no need to use miles for free awards when fares are this low**. If you have miles, save them for when ticket prices are high.

Through fares from New York are as low as \$4,190 r/t; Los Angeles \$3,875.

## ADDING OTHER U.S. CITIES TO THE GATEWAY: MIAMI

It's like Oceans 11: Wherever you're coming from, get the team together in one place to make it happen. Or just you. In this case it's sunny Miami, the international gateway for this great deal.

Whatever you do, make like Crockett and Tubbs and get to Miami with cash (see chart below for additional cost to add a second ticket in First Class to Miami from other U.S. departure cities) or miles to take advantage of this opportunity. If you're using miles for short- to mid-range flights, British Airways miles (which partners with Amex and Chase) [offer great value on American flights to Miami](#).

## Sample Deals when Purchasing a Separate Ticket to Miami

| U.S. Departure City to Miami Flying American Non-stop | First Class Fare | Buenos Aires First Class Fare | Total Fare Including Second Ticket to Miami |
|-------------------------------------------------------|------------------|-------------------------------|---------------------------------------------|
| Atlanta                                               | \$491            | \$3,634                       | \$4,125                                     |
| Chicago                                               | \$569            |                               | \$4,203                                     |
| Denver                                                | \$669            |                               | \$4,303                                     |
| Houston                                               | \$669            |                               | \$4,303                                     |
| New Orleans                                           | \$429            |                               | \$4,063                                     |

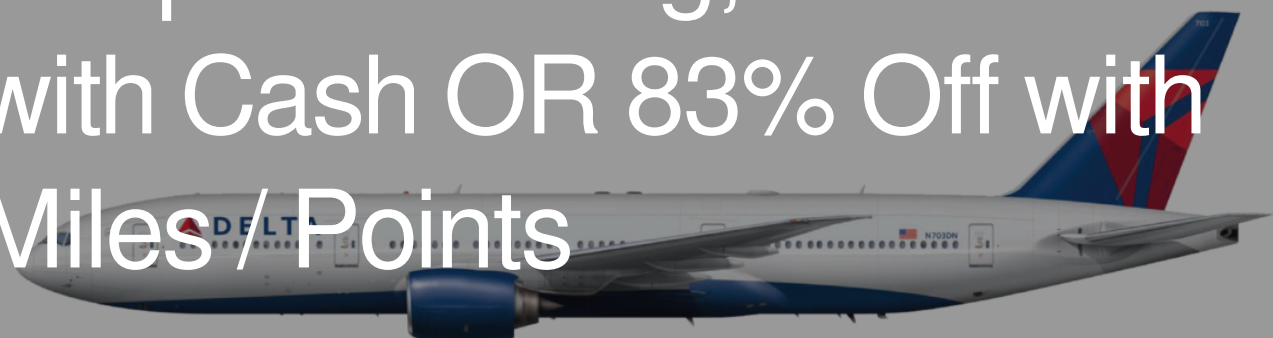
| U.S. Departure City to Miami Flying American Non-stop | First Class Fare | Buenos Aires First Class Fare | Total Fare Including Second Ticket to Miami |
|-------------------------------------------------------|------------------|-------------------------------|---------------------------------------------|
| Orlando                                               | \$407            |                               | \$4,041                                     |
| Washington, D.C.                                      | \$469            |                               | \$4,103                                     |

## STOPOVER IN MIAMI FOR A FEW DAYS ON YOUR WAY TO/FROM BUENOS AIRES

If you *are* connecting from another city (again, let's say Los Angeles), make a stop in Miami on your return from Buenos Aires and get a second destination for only \$53 more, as the ticket price increases from \$3,870 to just [\\$3,923](#).

**Another way to look at it:** Get First Class to Buenos Aires for as little as \$2,023, if you were already otherwise flying Los Angeles to Miami and already paying \$1,600 to \$1,900 for American's non-stop in First Class, by adding on / making Buenos Aires your final destination, with a stopover in Miami, all for \$3,923.

# The Delta-Virgin Loophole Keeps on Giving, 72% Off with Cash OR 83% Off with Miles / Points



November 2019

## **Eight Great Routes to Africa, Asia and Europe to Book Now.**

In a world of “easy come, easy go,” it’s nice to write about [something that stays](#), especially when that something is a very attractive deal offered on Delta—rarely on my preferred list given their dud SkyMiles program.

But keen readers will know that we’ve been excited about Delta’s Virgin Atlantic opportunity for a while now. It’s where you use [Virgin Atlantic Miles](#)—which you can transfer from Amex, Chase, Marriott, and Citi points programs—rather than using Delta SkyMiles to book seats on Delta flights.

Wait—don't use Delta miles on Delta's own flights?

You heard it here, folks.

This is because **Delta releases a very limited number of low-cost mileage award seats to its own SkyMiles members**—a different number than it releases to its partner Virgin Atlantic. So, using Virgin Atlantic miles for the same Delta flights can open up low-cost award space that Delta doesn't offer its own members. Who would suspect such a thing?

This is the seventh FCF special report on this very subject, and particularly worth reading as there's some good news to tell you about: Three impressive destination deals to use Virgin Atlantic miles. Let's check out the deals...

## **AFRICA FOR \$2,429, A SAVINGS OF 70%**

Delta flies Atlanta to Lagos, Nigeria, where we found award space using Virgin miles for travel November through September. More [here](#).

The cost to use Delta miles is often 700,000 miles round-trip and \$93 in award taxes, while Virgin Atlantic only charges 120,000 and \$93 for taxes.

If you don't have the miles, the cost to buy them (more on this below) is currently as low as \$2,429 round-trip (includes taxes and about \$93 in award tax). The lowest published fare is \$7,979, a savings of \$5,550 (70%).

## **ASIA FOR \$2,936, A SAVINGS OF 72%**

Delta flies Atlanta to Shanghai and our truffle hounds found award space using Virgin miles for travel May through September. More [here](#) and [here](#) for travel to Asia.

The cost to use Delta miles is generally 720,000 miles round-trip and \$60 in award taxes, while Virgin Atlantic only charges 120,000 and the same \$60 for taxes.

If you don't have the miles, the cost to buy them (more on this below) is as low as \$2,936 round-trip (includes taxes and about \$60 in award tax). The lowest published fare is \$8,705, a savings of \$6,309 (72%).

## **EUROPE FOR \$2,226, A SAVINGS OF 49%**

Delta flies Atlanta to Stuttgart and FCF's team found award space using Virgin miles for travel February, March, and July through September. More [here](#).

The cost to use Delta miles is generally 640,000 miles round-trip and \$91 in award taxes, while Virgin Atlantic only charges 100,000 and \$280 for taxes.

If you don't have the miles, the cost to buy them (more on this below) is as low as \$2,226 round-trip (includes taxes and about \$280 in award tax), while the lowest published fare is \$4,370, a savings of \$2,144 (49%).

## TWO WAYS TO BUY MILES CHEAPLY, INCLUDING A 40% BONUS DEAL

**First Way to Buy Miles:** Until Nov. 13, there's a buy-miles deal offered by Virgin Atlantic of up to 40% (the bonus varies: 20%, 30%, or 40%). You have to log in to your Virgin Atlantic account to find out your deal, which can get you as many as 140,000 Virgin miles for as little as \$2,725. That's 1.94 cents per mile.

**Second Way to Buy Miles:** Another way is to buy Amex Membership Reward points (no time limit on this one) for 2.5 cents each and transfer them to Virgin Atlantic. Check out [How to Buy American Express Membership Rewards Points](#), and [When to Buy Miles Instead of Purchasing a Normal Published Fare](#).

**Good News:** If you have Amex, Chase or Citi points, you can transfer them to Virgin Atlantic miles to get these deals as well.

If you need more miles, follow our [guide to getting around the purchase limits here](#).

## HOW TO SEARCH FOR DELTA FLIGHTS THAT CAN BE BOOKED ONLINE USING VIRGIN ATLANTIC MILES

There's no need to create a Virgin Atlantic mileage account to check for space. However, if you are *booking* award space, then you'll have to log in. [Just go to](#) "Book" and click "Advanced search."

For more on searching for Delta flights, see our special report [here](#) (the pertinent information is about halfway down the page with the same headline as above).

## HOW TO ADD CONNECTING FLIGHTS

If you need to add extra flights to your non-stop Delta flight, you'll have to spend more miles: a one-way domestic (non-transcontinental) flight costs 22,500 more Virgin miles. More on [how to book Delta connecting flights with Virgin miles](#).

## WHAT ROUTES CAN BE BOOKED ONLINE OR BY PHONE

Unfortunately, not all routes can be booked online with Virgin because its booking engine doesn't have all of the Delta routes loaded.

For a list of the non-stop Delta routes that can be booked using Virgin miles by phone or online, go [here](#) and scroll down to the "how to play these hits" section.

## **NEED-TO-KNOWS WHEN USING VIRGIN ATLANTIC MILES**

For many other fine points such as: credit card partnerships, throughout-the-year transfer bonuses, and mileage award taxes, go [here](#).

### **FINAL CHECKS FOR BUYING VIRGIN ATLANTIC MILES**

- The cost-per-mile varies, as each member receives a different bonus. If you received a 20% bonus, then your cost-per-mile is 2.27¢; a 30% bonus, then the cost is 2.09¢; and a 40% bonus yields a cost-per-mile of 1.94¢.
- Before you can buy miles with Virgin, you must have made at least one Flying Club earning or spending transaction.

The Virgin buy miles purchase limit has been reset to 100,000 until the end of 2019. This means you can purchase a total of 100,000 miles between now and Dec. 31.



# FCF Premium Special Fares Monitor

November 2019

Here's a survey of the best special airfare deals we've published in the last month—on major airlines—that **remain live**. In case you missed them, forgot about them, or are just now ready to pounce, have at 'em...

## ASIA

[\\$1,676 R/T Biz Class Fares to Asia from West Coast \(Major Airlines\)](#)

[Biz Class Fares to the Maldives Up to 63% Off \(Major Airlines\)](#)

[Save 48% on Premium Economy from All Over the U.S. with Cathay Pacific](#)

[Biz Class on Sale to Hong Kong \\$2,942 from Boston and \\$2,920 from New York](#)

[\\$933 Premium Economy Fares Found to Asia on Delta](#)

## **EUROPE**

[New Summer Business Class Fares from Many U.S. Cities to Spain, Starting at \\$1,908 \(BA, Delta, United\)](#)

[Spring/Summer Business Class Fares From Chicago, Dallas & Washington, DC, Starting at \\$1,817 \(AA, AF, BA, DL & More\)](#)

[New Spring/Summer 2020 Business Class Fares from Los Angeles and San Francisco to Europe Starting at \\$1,831](#)

[New Fares from Denver, Portland and Salt Lake City to Europe Starting at \\$2,003 in Business Class \(Major Airlines\)](#)

[Atlanta, Detroit, and Minneapolis to Europe Winter/Spring \\$1,825 R/T Business Class Fares Found \(Major Airlines\)](#)

[\\$834 R/T Premium Economy Fares from Los Angeles and San Francisco to Europe](#)

## **INDIA**

[New West Coast to India Business Class Fares Starting at \\$2,954](#)

[New Fares to India from Chicago, Dallas, New York and Los Angeles in Business Class Starting at Just \\$2,483 \(Major Airlines\)](#)

[Chicago, Dallas, Miami, New York and Washington, DC Business Class to India, Starting at \\$2,425 \(SkyTeam Airlines\)](#)

[Many U.S. Cities to Mumbai in Premium Economy from \\$992 with United](#)

## **SOUTH PACIFIC**

[New Sale 43% Off Cook Islands Business Class With Air New Zealand](#)

## **NORTH AMERICA**

[Cheap Non-stop Biz Class Flights from Chicago, East Coast, and Texas to Cancun, \\$437 R/T with Delta and United](#)

[Cheap Biz Class Routes to Cuba from \\$423 on Delta and United](#)

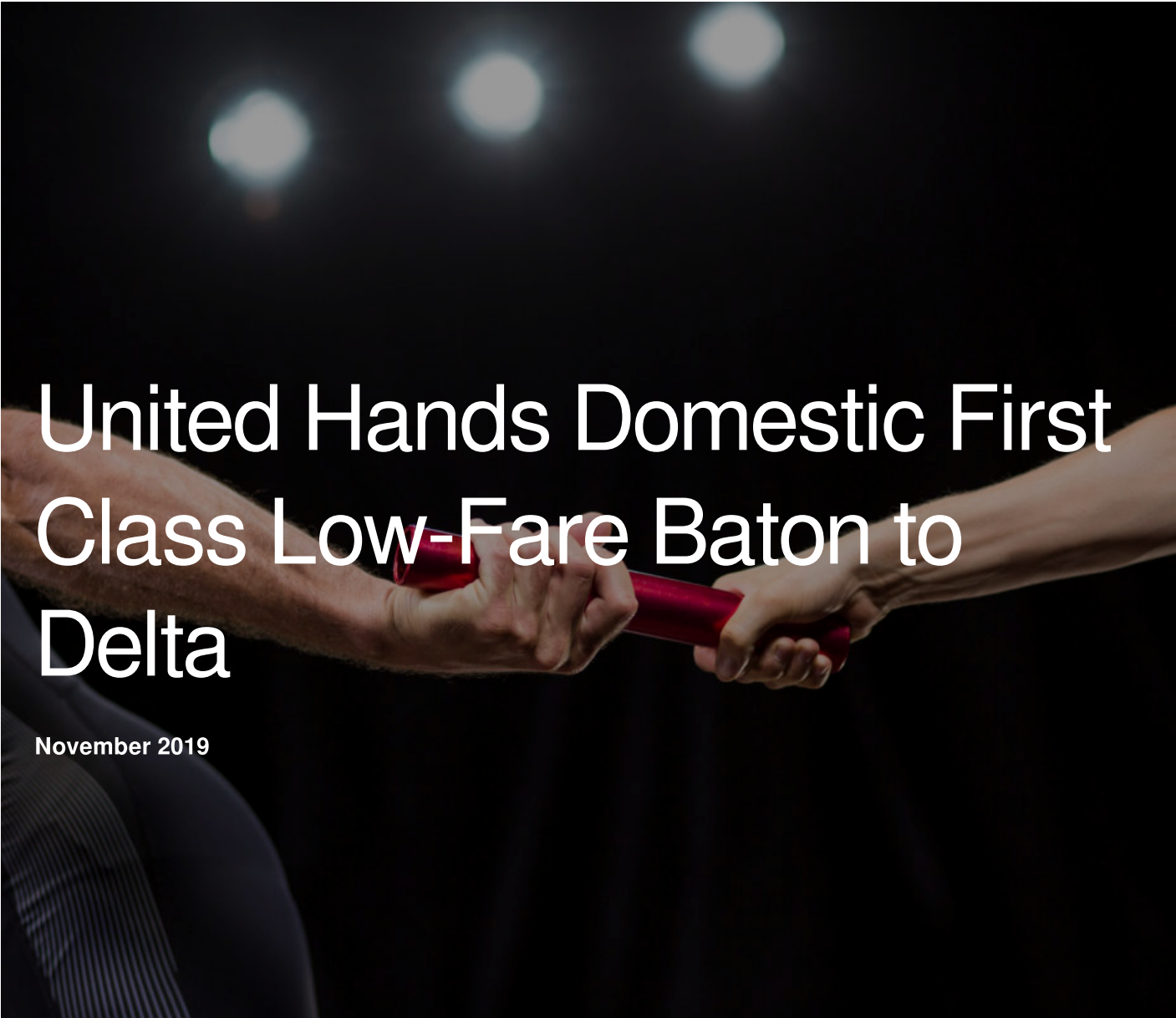
[Cheap Non-stop Transcon Biz Class Fares from \\$615 to \\$925](#)

[Non-stop Business Class Flights from West Coast to Mexico \\$541 R/T with Delta and United](#)

[Hawaii Biz Class Fares \\$956 from West Coast](#)

## **SOUTH AMERICA**

[\\$1,742 to \\$2,734 Biz Class Fares to Argentina, Brazil, and Chile \(Major Airlines\)](#)



# United Hands Domestic First Class Low-Fare Baton to Delta

November 2019

## **FCF spots new trend, plus a look at First Class fares vs. domestic Premium Economy that may surprise you.**

In [January last year](#), FCF wrote about how Delta's divide-and-conquer strategy led to higher domestic First Class fares, higher than American and United in many cases. Well that's been turned on its head and it's now *Delta* that's doing the limbo-low deals, undercutting American and United on a wide range of routes.

And in many cases, grabbing the First Class fare is even cheaper than that extra legroom seat.

## BACKFLIP: DELTA'S FIRST CLASS FARES NOW LOWER THAN UNITED (AND AMERICAN) ON MANY ROUTES

The main story here is that Delta's First Class fares are undercutting United's (although we will touch on American fares too). Last year we compared United and Delta's First Class fares, for example, on the Denver to NYC route (both fly this route non-stop). Back then, United charged \$723, while Delta charged \$869 (i.e. United charged \$146 less).

But since then, we've seen a Simone Biles-style backflip with Delta, which now charges \$725 for its lowest fare, while United charges \$894 (Delta is now \$169 less).

But this isn't the only route on which FCF's research has found new lower fares offered by Delta when compared to United. We've also found routes on which Delta charges *half* as much as United.

For example, San Francisco to Seattle First Class on Delta is \$255 round-trip, a route where Delta offers the fare on six different flights. United on the other hand charges \$535 on seven different flights. Big height difference in that jump.

See our list of sample fare routes below on which both airlines offer non-stop service.

### Delta's First Class Fares Now Often Lower Than United

| Route                  | Delta Fare | United Fare | Difference  |
|------------------------|------------|-------------|-------------|
| Chicago - Atlanta      | \$407      | \$511       | \$104 / 20% |
| Chicago - Boston       | \$335      | \$521       | \$186 / 36% |
| Chicago - Seattle      | \$561      | \$822       | \$261 / 32% |
| Houston - Minneapolis  | \$435      | \$623       | \$188 / 30% |
| Houston - New York     | \$515      | \$665       | \$150 / 22% |
| Los Angeles - Seattle  | \$389      | \$655       | \$266 / 40% |
| New York - Chicago     | \$319      | \$525       | \$206 / 39% |
| New York - Dallas      | \$493      | \$755       | \$262 / 35% |
| New York - Denver      | \$725      | \$825       | \$100 / 12% |
| New York - Houston     | \$515      | \$665       | \$150 / 23% |
| New York - Minneapolis | \$565      | \$695       | \$130 / 19% |
| New York - Orlando     | \$455      | \$585       | \$130 / 22% |

| Route                      | Delta Fare | United Fare | Difference  |
|----------------------------|------------|-------------|-------------|
| San Francisco - Cincinnati | \$595      | \$935       | \$340 / 36% |
| San Francisco - Seattle    | \$255      | \$535       | \$280 / 52% |

## FIRST CLASS FARE DIFFERENCES BETWEEN AMERICAN AND DELTA VARY BY ROUTE

While the big deal here is Delta vs. United, let's get American on the floor too. Between American and Delta, the cost differences vary more than you might think. See our list of sample routes below on which both airlines offer non-stop service.

## Delta's First Class Fares Compared to American First Class Fare Differences Between American and Delta Vary by Route

While the big deal here is Delta vs. United, let's get American on the floor too. Between American and Delta, the cost differences vary more than you might think. See our list of sample routes below on which both airlines offer non-stop service.

| Route                     | Delta Fare | American Fare | Difference      |
|---------------------------|------------|---------------|-----------------|
| Dallas - Los Angeles      | \$555      | \$719         | \$164 / 23%     |
| Dallas - Minneapolis      | \$353      | \$511         | \$158 / 31%     |
| Los Angeles - Denver      | \$451      | \$439         | Almost the same |
| Los Angeles - Seattle     | \$389      | \$545         | \$156 / 29%     |
| Los Angeles - Atlanta     | \$916      | \$899         | Almost the same |
| Los Angeles - Minneapolis | \$737      | \$729         | Almost the same |
| New York - Atlanta        | \$507      | \$515         | Almost the same |
| New York - Dallas         | \$493      | \$589         | \$96 / 16%      |
| New York - Orlando        | \$455      | \$595         | \$140 / 23%     |
| New York - Las Vegas      | \$897      | \$789         | American lower  |



# Tasty Side Dishes: The Stopover Loophole Strategy with Etihad

November 2019

## Serve Up Low Fares with FCF's Stopover Loophole Strategy via Etihad.

An eagle-eyed member of FCF's research team found this nifty nugget while researching our [Buyer's Guide to India](#), also in this issue. As she puts it, "I did a bunch of research and found that Etihad is one of the few airlines that allows a free stop, and a lightbulb went off—that fits our Stopover Loophole Strategy." And voila, she just created more work for herself, scoring free side-trips for you to Africa, Asia, India, the Middle East, and the Maldives.

## WHAT IS THE STOPOVER LOOPHOLE STRATEGY?

The Stopover Loophole Strategy (SLS) has been popular with FCF readers since we started to report on it more, most recently [here](#), [here](#), and [here](#). This time we show you how to put it to work on Etihad.

Some airlines allow a free stopover in their hub city on published Business Class fares, and Etihad is one of them. This means you can book a “stopover” in Abu Dhabi (for a few days or even weeks or months) for *free*, before traveling on to your second destination.

Our research shows that it’s possible to save hundreds (if not thousands) of dollars on a round-trip Business Class ticket when you add a side trip to Africa, Asia, India, the Middle East, or even the Maldives. Specific details below.

But first, the question you might be asking: Is the SLS even worth the trouble? Let’s put it this way: This strategy means you’re actually getting *paid* to take a vacation in a second destination after your business trips ends.

### ETIHAD HAS HIGH PUBLISHED BUSINESS CLASS FARES TO ABU DHABI

Now, a note to start. Etihad, in general, has high Business Class fares. So, when you’re looking for the best Business Class airfare options with Etihad to Abu Dhabi, it’s important to be open minded. Most people just type in a bunch of Google searches for flights and dates and settle for what they find. You’ll see why this isn’t the best approach, as these published Business Class fares to Abu Dhabi start from \$5,000 to \$6,000 depending on the U.S. departure city. Don’t worry—you’re not going to pay the sticker price, because...

### HOW THE SLS LOWERS THOSE BUSINESS CLASS FARES

...with the Stopover Loophole Strategy on Etihad, you can often lower the total cost of the overall journey by adding the side trip. Let’s see it in action.

### SERVE ME UP SOME SLS

**Africa side-trip saves \$1,198:** As we mentioned, Etihad Business Class fares to its hub city, Abu Dhabi, are high. So let’s say you want to travel from New York to Abu Dhabi and the lowest Biz Class fare is \$5,014 round-trip. Now, for just \$3,816, you can fly New York to Abu Dhabi *and* stop in Johannesburg. So, loopily, for \$1,198 less, you still get to Abu Dhabi, PLUS you add South Africa.

**Asia side-trip saves \$1,063:** Washington, DC, to Abu Dhabi’s lowest Business Class fare is \$5,014 round-trip. However, for \$1,063 less (\$3,951), you can add a side trip to Bangkok on your trip to Abu Dhabi, on your way there or on your return. That’s because the lowest Washington, DC-Bangkok fare is \$3,951. You still get to Abu Dhabi, but you also get Bangkok—and a huge bang for your buck.

**India side-trip saves \$2,623:** Los Angeles to Abu Dhabi's lowest Business Class fare is \$6,010 round-trip. For \$2,623 less, you can add a side trip to Mumbai, and stop in Abu Dhabi on your way there or on your return.

**Middle East side-trip saves \$2,545:** Los Angeles to Abu Dhabi's lowest Business Class fare is \$6,010 round-trip. For \$2,545 less, you can add a side trip to Kuwait, and stop in Abu Dhabi on your way there or on your return.

**Maldives side-trip saves \$691:** Chicago to Abu Dhabi's lowest Biz Class fare is \$5,014 round-trip. For \$691 less, you can add a side trip to tropical Male in the Maldives, and stop in Abu Dhabi on your way there or on your return.



# Curry Favor: Get India Off Your Bucket List for Less

November 2019

**FCF's Buyer's Guide Unlocks the Flavors of India, plus how to get free side-trips to the Middle East; special fares to the Maldives; and why you don't want to think about using miles.**

Incredible India.

An intoxicating land that overwhelms the senses: the kaleidoscopic swirl of colors, the heady aroma of spices, the fiery taste of curry, the cacophony of myriad languages, and the intense blanket of heat. India is also Gandhi, the Taj Mahal and the Ganges. All of these help to make India a bucket-list must.

It's time to get you there with an FCF Buyer's Guide packed with incredible deals.

## INDIA OFFERS LIMITED-ROUTE TACTICAL FARES

Back in early 2018, FCF first discovered routes where Business Class prices had plunged to under \$2,900 for travel to India. Business Class fares have historically been in the \$4,000 to \$6,000 range on major carriers. Now, a year and a half later, we're happy to report **the trend is holding, and fares are as low as ever.**

What are [tactical fares](#)? They are significantly discounted fares that airlines offer sporadically for a variety of reasons, usually because their algorithms are screaming at them that seats won't sell—so they lower the prices.

Tactical fares are many and varied. They can cover specific dates or seasons or holiday times like Christmas or Easter; they can be destination specific; they can offer big differences for cities quite close to each other; or they can involve advance-purchase times, to name a few.

## CURRENT BUSINESS CLASS FARE HIGHLIGHTS TO INDIA

As always, these lower fares may not last or they may be restricted to certain U.S. departure cities and/or carriers. The bigger picture is that discounted Business Class fares are still valid. Chicago, Dallas, Miami, New York, and Washington, DC, fares range from \$2,425 to \$2,936 for travel to Delhi and/or Mumbai. With Qatar Airways, FCF has also seen fares as low as \$2,452 on Atlanta-Delhi. Even Lufthansa on the Chicago-Bangalore route goes for \$2,468.

## SPECIAL NON-STOP ROUTES FROM THE U.S. TO INDIA: DELTA AND UNITED

Two U.S. airlines fly non-stop to India right now: Delta and United. New York to Mumbai on Delta is only \$2,887; United's Newark to Mumbai is \$3,037, and San Francisco to Delhi non-stop is only \$3,573 for almost 32 hours of flying. Or about \$111 per flight hour. To put this in perspective, compare this to flying from San Francisco to Tokyo for \$6,956 on United—about 21 hours of flying for a cost per flight hour of \$331. **So on a cost-per-hour basis, India is a particularly good deal from the West Coast.**

## FORGET ABOUT USING MILES OR POINTS TO INDIA

The news ain't great when you try to use miles for Delta or United for an upgrade or free award, because U.S. airlines usually don't have space when using miles for travel to India. So, cash is the way to go.

## BRITISH AIRWAYS DEALS

British Airways' Business Class fares are often slightly higher when compared to Delta or United, but with the [AARP Discount](#) ([anyone of any age can join for \\$16](#)), members save up to \$200 on fares booked on British Airways. For example, the Seattle-Delhi fare is \$3,281, but with the AARP discount the cost drops to \$3,081.

Plus, you can get an additional savings of [10% off with the British Airways Visa card](#), using the promo code CHASEBA10.

## FCF'S STOPOVER LOOPHOLE STRATEGY (SLS) NETS EUROPE FOR \$250

With British Airways, you can make a stopover in London on the way to India for a very small fee, AND that stopover can last a day, or even weeks or months.

For example, Los Angeles to Mumbai is [\\$3,458](#) in Business Class on British Airways (without the AARP or BA Chase credit card discount). Add in a stop in London for a few days and the fare is [\\$3,713](#), only \$255 more.

## THE STOPOVER LOOPHOLE STRATEGY TO AND FROM INDIA ALSO NETS THE MIDDLE EAST (FOR FREE) ON ETIHAD AND QATAR AIRWAYS

With Etihad, you can make a stopover in Abu Dhabi for almost free, AND that stopover can last a day, weeks, or months.

For example, Los Angeles to Mumbai on Etihad is [\\$3,364](#). Add a stop in Abu Dhabi for a few days and the fare is [\\$3,387](#) (\$23 more). If you were to book these destinations separately, you'd pay a LOT more. A Los Angeles-Abu Dhabi round-trip ticket in Business Class starts at [\\$6,010](#) with Etihad, while a Los Angeles-to-Mumbai round-trip ticket in Business Class starts at \$3,364. Tack on India to your Middle East trip and you will BOTH save thousands and get the second destination.

If you like what you see here, we've got more on Etihad's Stopover Loophole Strategy for travel to Africa and Asia, go [here](#).

**Qatar Airways is another stopover-friendly airline.** With Qatar, you can make a stopover in Doha for almost free, and again, that stopover can last a day or weeks or months.

Example: Los Angeles to Mumbai is [\\$3,698](#). Add in a stop in Doha for a few days and the fare is [\\$3,713](#) (just \$15 more). So again, if you were to book these two destinations separately, you'd pay a lot more. A Los Angeles-Doha round-trip ticket in Business Class starts at [\\$8,152](#). But again, if you use the Stopover Loophole Strategy, you can get to those same two destinations in Business Class for \$3,713—a savings of \$8,137.

For more on Qatar's fares to Africa, Asia, Australia, and India, go [here](#).

## TRAVEL BEYOND INDIA ON QATAR: THE MARVELOUS MALDIVES

Another limited-route tactical fare can be found with Qatar Airways to the Maldives via Doha. For more on Qatar's tactical fares, routes, seats, and more, visit [here](#).

Quick example: The normal fare from Dallas to Malé, on American/Cathay Pacific (connecting via Hong Kong) starts at around \$9,890. With Qatar Airways, Dallas–Malé goes for \$3,650 round-trip, a staggering savings of \$6,240 (63%). For more details on new Business Class fares to the Maldives on Qatar Airways from Atlanta, Boston, Chicago, Dallas, and Los Angeles, go [here](#).

## FIRST CLASS FINDS

If you're interested in going to India in First Class we've uncovered some superb First Class tactical fares on British Airways starting as low as \$3,899. Go [here](#) for the special report and [here](#) for current alert with fares starting at \$3,899 using the British Airways Visa card promo code CHASEBA10.

## OTHER RECENT FCF BUSINESS CLASS FARE ALERTS TO INDIA

[Chicago, Dallas, Miami, New York and Washington, DC Business Class to India, Starting at \\$2,425, SkyTeam Airlines](#)

[India from Chicago, Dallas, New York and Los Angeles in Business Class Starting at Just \\$2,483 \(Major Airlines\)](#)

[West Coast to India Business Class Starting at \\$2,954](#)





# What's the Secret Best Month to Book Business Class Flights to Europe for 64% Less?

November 2019

**What a difference a day can make... plan it right and we're talking savings of \$674 to \$3,398 if you book on one day versus the next.**

August.

The dictionary defines it as "respected and impressive." Oh yes, and it's also the eighth month. But what a respectable and impressive month it is, now that we've officially established it as **the new Tactical Business Class Fare to Europe month.**

## SEASONAL OPPORTUNITY TRAVELER

Just [last month FCF](#) wrote how much we love the Seasonal Opportunity Traveler, someone who is open to shifting the time of year they travel in order to open up more opportunities to get lower fares.

Now FCF's research team has found lots of new low seasonal opportunity Business Class fares valid for travel in August.

Of course we're talking about August, 2020. Wait a minute, you say, "who thinks about buying tickets now for travel that far ahead, and who knows that August is better than, I dunno, June?!"

Well you do. That is, of course, if you're a Seasonal Opportunity Traveler who wants to save up to 64% on Business Class travel to Europe.

### HOT AUGUST FLIGHT EXAMPLES FOR BUSINESS CLASS

**San Francisco:** San Francisco-Madrid goes for \$1,900 round-trip in August. Compared to the June fare ranging from \$2,908 to \$5,249, that's a savings of \$1,008 to \$3,359 (**35% to 64%**). If you fly San Francisco-Milan in August, you'll pay just \$2,010. Compare this to the June fare of \$3,987 to \$5,408, and you're getting a savings of \$1,977 to \$3,398 (**50% to 63%**). Not bad for a few weeks' difference.

That's almost a two-for-one on the San Francisco to Milan. Another way to look at it is, "hey honey, we can both travel in Business Class to Milan if we travel in August for \$4,000, instead of June which would cost \$8,000."

**Los Angeles:** Los Angeles-Dublin goes for \$1,979 round-trip in August. Compare that to the June fare ranging from \$2,779 to \$3,079, a savings of between \$800 and \$1,100 (**29% to 36%**). If you fly Los Angeles-Copenhagen in August, you'll pay \$2,016 round-trip. Compare this to the June fare of \$2,799 to \$3,332, and you're getting a savings of \$783 to \$1,316 (**28% to 40%**).

**Chicago:** Chicago-Paris goes for \$2,068 round-trip non-stop on Air France or United in August. Compared to the June fare ranging from \$3,154 to \$3,868, that's a savings of \$1,086 to \$1,800 (**34% to 47%**).

**Dallas:** Dallas-Barcelona goes for \$1,981 in August. Compared to the June fare ranging from \$2,717 to \$2,968, that's a savings of \$736 to \$987 (**27% to 33%**).

**Miami:** Miami-Dublin goes for \$1,882 in August. Compared to the June fare ranging from \$2,782 to \$3,082, that's a savings of \$900 to \$1,200 (**32% to 39%**).

**New York:** New York-Milan route goes for \$1,995 round-trip non-stop on American in August. Compared to the June fare ranging from \$2,669 to \$3,419, that's a savings of \$674 to \$1,424 (**25% to 42%**). If you fly New

York to Barcelona in August, you'll pay \$1,989 round-trip. Compare this to the June fare of \$2,942 to \$4,166, and you're getting a savings of \$953 to \$2,177 (**32% to 52%**).

What airlines are playing along and offer the new August Business Class fare? Most, including majors such as Air Canada, Air France, American, British Airways, Delta, KLM, Lufthansa, SWISS, United, and Virgin Atlantic.

More special Business Class fares to in August...

[Fares from Many U.S. Cities to Spain Starting at \\$1,908](#)

[Fares from Chicago, Dallas & Washington, DC Starting at \\$1,817](#)

[Fares from Los Angeles and San Francisco to Europe Starting at \\$1,831](#)

[Denver, Portland and Salt Lake City to Europe Starting at \\$2,003 in Business Class](#)

## LOW-COST UPGRADE FROM PREMIUM ECONOMY TO BUSINESS CLASS

**Los Angeles example:** Fly non-stop Business Class Los Angeles to London for just \$2,249 in August. Fly Premium Economy during the same window (say, Aug. 11 to Aug. 25) is \$1,349. That's \$450 more each way, or \$41 per flight hour to upgrade.

**New York example:** Fly non-stop Business Class to Milan for just \$1,995 in August. Fly Premium Economy during the same window (say, Aug. 11 to Aug. 25) and you'll pay \$1,095. That's \$450 more each way, or \$50 per flight hour to upgrade.

## LOWER YOUR FARE EVEN FURTHER

- [Get 10% off](#) on British Airways when using the BA Visa card.
- [Get \\$200](#) off through AARP for Business Class fares on British Airways.
- [Save hundreds](#) through American Express International Airline Program (IAP) on already-low Business Class fares on Air France, Delta, and Virgin to Europe.

## SEE A GREAT FARE? FREEZE IT RIGHT THERE

If you spot one of these trendy seasonal fares but aren't sure if the dates are right, [many airlines offer a hold option for locking in your fare](#) so you have time to decide to buy. It means you lock in, or "freeze," the fare before it disappears.

## WHAT ABOUT JULY BUSINESS CLASS FARES?

July fares are similar to June fares in the first two weeks, that is, on the high end. Then, around the third week or so in July, many routes start seeing a drop in fares, reaching the lowest point for travel in August. So, you might call July the change-over month, as it is mid-July when fares start trending downward.

## USING MILES OR POINTS?

Miles are great to have, but there's no need to use them for free awards or upgrades when fares are this low. If you have miles, save them for when ticket prices are high.

## WHAT ABOUT FIRST CLASS FARES?

Your best bet is with British Airways as its [First Class fares are in freefall](#).



# FCF's Forethought Formula for Worldwide First Class Discounts Up to 88% Off with Star Alliance and 28 LifeMiles Partners

November 2019

## **Plan ahead and save up to \$19,278 in First Class.**

Have you memorized our formula for *anyone* to realize super-powered travel?

$$RGV=BR^2$$

It means Really Great Value = Be Ready, Squared.

We've mentioned it a couple times recently and it means being ready (really ready) to take advantage of great miles-purchase deals (NO miles necessary to start).

In September we looked at [American Airlines purchase miles opportunities](#), and in August we analyzed Iberia's purchase miles opportunities, including [how to get round-trip travel between the U.S. and Europe for just \\$1,123](#).

This month, the same formula applies, but this time it's for LifeMiles (LM), the loyalty program of Colombia-based Avianca, a United partner and Star Alliance member.

Like American and Iberia, LifeMiles often has great buy-miles deals and low-cost mileage award rates for travel on United flights as well as flights on [Star Alliance and other partner airlines](#) all over the world. It's an impressive, wide-ranging list.

## WHAT YOU NEED TO KNOW ABOUT LIFEMILES AND HOW TO BUY MILES AT 1.35¢

Happily, you don't have to fly frequently with Avianca to enjoy the many LifeMiles booking opportunities. As with a lot of our strategies, **the true value lies in the partner opportunities** that arise, and of course, applying the formula: **RGV=BR<sup>2</sup>**

LifeMiles frequently runs sales on its miles and does it in several ways. While the normal price per mile is 3.3¢, the LifeMiles program regularly offers a 100% to 145% bonus on purchases, amounting to miles as low as 1.35¢.



## RECENT BUY LIFEMILES DEAL

In September LifeMiles had a sale of just 1.35¢ per mile, and you could buy up to 200,000 miles. Note that this LifeMiles bonus deal applies only to current LifeMiles members. If you're not a current member, no sweat. [Become a LifeMiles member now so you are ready for the next sale](#), because they come up regularly.

## FCF'S 3-STEP ACTION PLAN FOR USING LIFEMILES

**Step 1:** Follow FCF Sweet Redeems Alerts.

We'll let you know when the miles sales are on, as well as details on routes and partners where low-cost mileage award availability is abundant.

**Step 2:** [Buy miles when they're on sale.](#)

Let's look at an example. In September, LifeMiles had a buy-miles deal that offered a purchase bonus of up to 290,000 miles. So at that time you could buy up to 200,000 LifeMiles (the maximum amount) and receive another 290,000 (total 490,000) for \$6,600, at a cost of 1.35¢ each.

| Buy from | Up to   | Additional bonus |
|----------|---------|------------------|
| 1,000    | 12,000  | 115%             |
| 13,000   | 40,000  | 135%             |
| 41,000   | 200,000 | 145%             |

**Step 3:** Book the low-cost mileage award ticket.

Here are some specific deals that demonstrate the power of this approach:

### **ASIA FIRST CLASS FOR \$2,508 R/T (UP TO 88% OFF) ON ALL NIPPON**

LifeMiles charges 180,000 miles round-trip in First Class from the continental U.S. to Japan, which you can buy when they're on sale for 1.35¢, making this ticket \$2,508 round-trip (includes about \$84 in award tax). [Details here](#) and [here](#).

### **ASIA BUSINESS CLASS FOR \$2,066 R/T (UP TO 52% OFF) ON ASIANA**

LifeMiles charges 150,000 miles round-trip in Business Class from the continental U.S. to Seoul, which you can buy when they're on sale for 1.35¢, making this ticket \$2,066 round-trip (includes about \$46 in award tax). [Details here](#).

### **MIDDLE EAST BUSINESS CLASS FOR \$2,201 R/T (UP TO 58% OFF) ON SWISS**

LifeMiles charges 156,000 miles round-trip in Business Class from the continental U.S. to the Middle East, which you can buy when they're on sale for 1.35¢, making this ticket \$2,201 round-trip (includes about \$100 in award tax). [Details here](#).

### **SOUTH PACIFIC BUSINESS CLASS \$2,275 R/T (UP TO 60% OFF) ON AIR CANADA**

LifeMiles charges 160,000 miles round-trip in Business Class from the continental U.S./Canada to the South Pacific on partner Air Canada, which you can buy when they're on sale for 1.35¢, making this ticket \$2,275 round-trip (includes about \$120 in award tax). [Details here](#).

## AFRICA BIZ CLASS \$2,238 R/T (UP TO 63% OFF) ON SOUTH AFRICAN AIRWAYS

LifeMiles charges 156,000 miles round-trip in Business Class from the continental U.S. to Africa, which you can buy when they're on sale for \$2,106, plus ~\$132 in award taxes, making the total \$2,238. [Details here.](#)

## EUROPE BUSINESS CLASS FOR \$1,797 R/T (UP TO 65% OFF) ON SWISS

LifeMiles charges 126,000 miles round-trip in Business Class from the continental U.S. to Europe on partner SWISS, which you can buy when they're on sale for 1.35¢, making this ticket \$1,797 round-trip (includes about \$100 in award tax). [Details here.](#)

## SOUTH AMERICA BUSINESS CLASS FOR \$1,820 R/T (UP TO 67% OFF) ON UNITED

LifeMiles charges 120,000 miles round-trip in Business Class from the continental U.S. to South America, which you can buy when they're on sale for \$1,620, plus ~\$200 in award taxes, making the total \$1,820. [Details here.](#)

## MORE REASONS TO BUY MILES THROUGH LIFEMILES

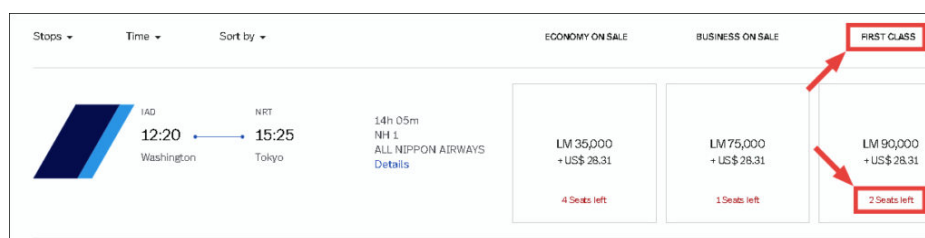
**#1 Searching for availability using LifeMiles can be done [online](#);** just log in to your account. (Getting an [account](#) takes just a few minutes.)

Then click on “FLY” and search by all Star Alliance airlines (or one particular airline, like All Nippon or United ) by clicking on the drop-down menu. The search can be done round-trip or one-way and for up to eight passengers by a cabin request in “Business or First.”

The screenshot displays the LifeMiles website's search interface. At the top, there's a navigation bar with 'Join', 'Fly', 'Shop', 'Stay', 'Drive', 'Buy Miles', and 'More'. Below this is a secondary navigation bar with links like 'Book flights', 'Flight partners', 'Missing Miles', 'Upgrades', 'Baggage', 'VIP Lounges', and 'Avianca Elite Program'. The main search area features a 'Smart Search' dropdown, radio buttons for 'One-Way', 'Round-Trip' (selected), and 'Multi-City'. Below these are input fields for 'From' (set to 'Airport') and 'To' (set to 'Airport'). To the right, there's a 'Travelers & cabin' section showing '1 Adult, Business or First'. A blue arrow button is next to it. Below the search fields, there's a 'RECENTLY SEARCHED' section. On the right side, there's a 'Travelers' section with a 'MAX: 8' limit and a '+ ADD MORE' link. It shows 'Adult' with a count of '1' and buttons to decrease or increase the count. Below that, there's a 'CABIN' section with radio buttons for 'Economy' and 'Business or First' (selected). A large blue arrow button is at the bottom right of the search area.

Just a heads up: Two drawbacks to the LifeMiles search tool for award space—when compared to some other airline websites—are that you **cannot filter by nonstop flights**, and there’s **no date selection at the first step of the search**. On the next screen, however, you will be able to select your travel dates.

On the positive side, LifeMiles shows how many seats are available in the flight select view. The example screenshot below indicates flights with All Nippon showing two seats available in First Class. (Total cost is 180,000 LifeMiles miles plus \$57 in taxes.)



## #2 Low award taxes for LifeMiles partner flights

### #2 Low award taxes for LifeMiles partner flights

LifeMiles charges low award taxes for partners because it often doesn’t charge for fuel taxes. Take, for example, the New York to Frankfurt route on Lufthansa in Business Class. LM only charges \$117 in taxes, while Lufthansa charges \$1,353.

### #3 LifeMiles + Money

The LifeMiles “Miles + Money” option allows you to bring down the price for an award ticket—in miles—by paying more in cash while booking an award ticket.

### #4 Get up to a 31% discount on some [Star Alliance flight awards](#).

LifeMiles often runs a sale on select award redemptions, where they’re offering 10% to 31% off selected routes. Take, for example, Seattle to Taipei. LifeMiles normally charges 150,000 miles round-trip in Business Class for this route, but with the discount, the rate is 128,000 LifeMiles from the continental U.S. to Asia on partner Eva Air. You can buy miles to cover this rate when they’re on sale, coming out to **\$1,824** spent on miles for the round-trip flight (includes about \$100 in award tax). [More details](#).

### #5 No close-in booking fees, which means you can save on last-minute award availability.

**#6 Miles will not expire as long as you have qualifying earning activity every 12 months**, which can include purchasing LifeMiles. Simple and easy.



# It's Not Too Late to Excommunicate Yourself From 'The Elite Class'

November 2019

## **In name only, how airlines have tortured the value of elite status and why loyalty-free travelers are happiest.**

When United announced its big elite program devaluation last month, you would have expected a bigger reaction. But we are so bombarded with a high volume of news each day that it's easy to quickly forget about each world-changing scare that comes our way from one week to the next. Indeed, it becomes old news three days later.

That's what came to mind when I heard about [United dismantling their elite status](#) just weeks ago.

Remember?

Probably not. Likewise, you might not remember me telling you [9 years ago to forget about elite status](#), or [what I told you 8 years ago](#), that it was a con game.

That's OK, I'll let you off.

I'm not really in the opinion business. I prefer to provide exclusive insights with data and let you decide how they fit your specific situation. With that in mind, this piece is not a how-to, but a how-to-see-through. I'll review what's been happening to elites historically, why it may be time to finally jump ship, and how to view elite status in 2020, **especially given the drop in First Class domestic fares** and other upgrade trends.

In a nutshell: While those seeking elite status have to meet increasingly-higher spending requirements in order to hold onto increasingly valueless perks, the **Loyalty-Free Traveler** can opt for the increasing number of low-cash-cost upgrade opportunities open to them by NOT being married to a program.

## THE PROBLEM (YEARS IN THE MAKING)

It's a waste of time to be an expert on elite status programs.

Why? Unless you're flying short-haul leisure routes, forget about getting an upgrade unless you're a top-tier elite, and even then you're playing Russian Roulette. And if you're a top-tier elite, I hope it's by chance. Like, for example, if you fly from Mobile to Atlanta where there is only one non-stop airline, Delta, and you do it every other week. Plus, many travelers don't have a choice of elite programs anymore, given industry consolidation and fortress hubs. If you live in Phoenix, for example, you're most likely an American AAdvantage member.

If you fly one route dominated by one airline then okay, being an elite will be incidental and not because you're often flying out of your way to earn it. But if you do fly *out of your way* often, or pay *higher fares* to earn elite status, that's where I have a problem. Because like a broken relationship, you're giving way more than you're getting.

## DIVORCING ELITE STATUS: YOU'LL WONDER WHY YOU DIDN'T DO IT YEARS AGO

Let's face it, the major reason travelers go after elite status is the allure of getting bumped up to a premium cabin. But how often do elites get free upgrades these days given **the sharp drop in First Class domestic fares**, and given that **airlines want to sell those seats** and not "give them away" for free? Answer: not often.

But before we get into the solution for this problem, let's rewind so we're all up to speed about how we got here.

## THE INCREDIBLE SHRINKING LONG TERM-VALUE OF ELITE STATUS

To be fair, a long time ago and for many years, domestic First Class fares were high enough that elite status made sense, as members were able to fly First Class without paying sky-high published fares (often \$1,600 to \$2,300 for domestic routes). Yes, pre-9/11 days. Then, when you had to pay good money for First, domestically, it made sense to roll the dice. So, elites relied on low-cost status upgrades to get into First Class, since the upgrades were very often confirmed, because fewer were in the upgrade line, because they cost money. In other words, as not many fliers were willing to pay the high fares, nor elite upgrade fees, the upgrade line used to be relatively short, and so the frequency of confirmed elite upgrades supported the wisdom of maintaining elite status.

So, I can't really blame the elites of yesteryear. What's more, elite status used to come with exclusive trimmings, more recently priority check-in and boarding, preferred economy seats—plus a good shot at an upgrade to First Class.

So what happened? A number of things: namely, an increase in free upgrades (a supply and demand nightmare for elites) and airlines that started bundling and selling elite status perks to anyone, even non-elite members, to increase sales. In essence, everyone became an elite.

## IF EVERYONE'S ELITE, WHO'S MORE ELITE?

In Orwell's "Animal Farm," the pigs proclaimed that, "All animals are equal, but some animals are more equal than others." I see parallels with the often-piggish airlines.

The demise of elite status began when Delta started giving away free, unlimited complimentary upgrades to any elite regardless of status level. Then, when United followed suit in 2009, there went the neighborhood. Everyone got in the free, elite-upgrade line, meaning there was much more demand for a limited supply.

Even minor perks like priority check-in, boarding, and preferred seats became less valuable when airlines started "bundling status perks." Selling the perks to non-elites to maximize revenue, at the expense of diluting the value of elite.

## LOVE THAT YOU'RE AN ELITE? SO DO THE AIRLINES.

As these low-hanging elite goodies became available to every Tom, Dick, and Harry carrying the airline's co-branded credit card or hotel partner elite card (or just willing to pay for these perks a la carte), everyone became an "elite," and it drained the very lifeblood from the word. **Elite status became largely an ego boost with dangled promises, which usually went unfulfilled, especially for low- and mid-tier elites.**

**The simple truth:** Elites are married to an airline, but the airline is not married to them. The airlines use elites—whisper **sweet nothings** at every opportunity—but that's just it, they're whispering nothing, with the inability to deliver, if not outright disinterest to deliver. So what's a broken-hearted First Class Flyer to do?

## ELIMINATE RISK BY PAYING THE FARE DIFFERENCE (IT'S OFTEN MUCH CHEAPER THAN YOU MIGHT THINK)

The “difference” between First Class and coach, given all of the fees that can come with coach, is at an all-time low. [Fare-Difference Upgrades \(FDUs\)](#) can be low when you compare apples to apples (see [FCF's Dec. report](#) for more).

No longer does First cost five times what coach costs. Nowadays it costs ~1.5X to 3X coach (I'm speaking in broad terms for convenience). I envision three to six times the number of First Class seats being sold, well before elite upgrades begin to clear. How can elites be happy that the airlines are selling more First Class seats, ones that were formerly free to elites?

| Route                   | Airline  | First Class Fare | Coach Fare | Fare Difference One-way |
|-------------------------|----------|------------------|------------|-------------------------|
| Chicago - Boston        | Delta    | \$335            | \$153      | \$91                    |
| Dallas - Atlanta        | Delta    | \$445            | \$215      | \$115                   |
| Dallas - Chicago        | United   | \$511            | \$227      | \$142                   |
| Houston - New York      | Delta    | \$515            | \$287      | \$114                   |
| Los Angeles - Denver    | American | \$439            | \$169      | \$135                   |
| Miami - Chicago         | American | \$569            | \$263      | \$153                   |
| New York - Dallas       | Delta    | \$493            | \$335      | \$79                    |
| New York - Orlando      | Delta    | \$455            | \$227      | \$114                   |
| San Francisco - Seattle | Delta    | \$255            | \$147      | \$54                    |

### ELITE STATUS-TICIAN: THE NUMBERS DON'T LIE:

When you add in all the “extras” you could pay out of pocket for a coach ticket, such as seats with extra legroom, priority boarding and/or a meal, you're looking at much slimmer fare differences when you **just pay for the First Class ticket and get those bonuses included in the ticket price.**

Think of it like a cheap upgrade: Get all the goodies for slightly more than coach, just by paying for the First Class ticket out of pocket. First Class fare “muscle memory” fights this idea. Modern-day reality supports it.

**Think of all the anxiety you'll avoid.** How crazy-making can it get, as the flight draws near, and you're just hoping against hope for a First Class upgrade?

Especially knowing your chances are slim?

|                        | American First Class | American Economy | Delta First Class | Delta Economy | United First Class | United Economy |
|------------------------|----------------------|------------------|-------------------|---------------|--------------------|----------------|
| Published Fare         | \$419                | \$207            | \$319             | \$211         | \$525              | \$247          |
| Fare Difference        | \$212                |                  | \$108             |               | \$278              |                |
| One Checked Bag R/T    | \$0                  | \$0              | \$0               | \$0           | \$0                | \$193          |
| *Extra Legroom R/T     | \$0                  | \$100            | \$0               | \$38          | \$0                |                |
| Priority Boarding R/T  | \$0                  |                  | \$0               |               | \$0                | not offered    |
| Meal Cost R/T          | \$0                  | \$25             | \$0               | \$25          | \$0                | \$25           |
| Total Cost R/T         | \$419                | \$332            | \$319             | \$274         | \$525              | \$465          |
| <b>Cost Difference</b> | <b>\$87</b>          |                  | <b>\$45</b>       |               | <b>\$60</b>        |                |

## WHY LOYALTY-FREE FLYERS ARE WINNING THE UPGRADE GAME TODAY

The lesson here? As a **Loyalty-Free Traveler**—when you're not shackled to one elite program—you have the flexibility to shop around and fly the cheapest airline. Right now, [Delta often has the lowest fares](#).

But that can change at any time. Next month or next week, American or United may have the lowest fare.

In any case, not being elite focused means you can score the best deal on any airline. You'll also have access to more schedule options when not tied down.

## ELITE OR E-LITE? DON'T FALL FOR THE AIRLINE'S OVERSELL

By now, it's clear that the airlines have taken down the velvet price rope to First Class. So what's the point of striving for elite status if you have the budget for the seat, and can usually confirm it at the time of booking?

So, if you want to feel like a "hot shot," the last thing you'd say is that you're an Executive Platinum with American, a Diamond with Delta, or 1K with United.

Instead, you'd tell me you just scored a [Business Class ticket to Europe for \\$1,100](#), or bought a [\\$34,000 ticket, with a shower onboard, for \\$4,800](#), or a [ticket to Mexico in Biz Class for 6,000 fewer miles than coach](#), or [a First Class ticket to Asia for \\$3,807, which normally costs \\$19,000](#) or [booked a free vacation while lowering the cost on a domestic ticket](#).

Now *those* are some things that should make you feel special ; )

