



# FCF's Side Hustle in the Higher-Fares, Fewer-Deals, CoronaVacuation Era

September 2022

## How to add the Middle East to Europe and vice versa for nothing or very little

Last month we looked at some fresh analysis of our beautiful Stopover Loophole Strategy (SLS) for [Europe and Africa](#). This month we look at how you can do it by **combining Europe and the Middle East**. The SLS strategy is like going to the store to buy some nice wine and cheese; then at checkout, the cashier throws in hummus, tabouli, and pita bread for free.

## WHAT IS THE STOPOVER LOOPHOLE STRATEGY?

A stopover is a planned stop of more than four hours for domestic travel, and 24 hours for international travel, between flight segments. But longer stopovers are occasionally allowed for free, or for a small fee (otherwise they can be very expensive). This means you can enjoy a second destination on a trip – most often in the applicable airline’s hub city. So, if you’re a business traveler, for instance, you can add a second destination to your trip, in some cases for little, or nothing, or less than nothing more. (More on that in a moment.) In this case, we’re talking about going to the Middle East and adding a side trip in Europe — or going to Europe and adding a side trip to the Middle East.



## GET IN THE LOOP

Let’s see “the Loop” in action for Europe and the Middle East. Here are two scenarios:

**Scenario #1: You are going to the Middle East**, and you get to spend a day, a couple of days, or a week **on a side trip in Europe** for free or cheap — and in some cases, actually lower than your fare to the Middle East.

**Scenario #2: You are going to Europe**, and you take a **side trip to the Middle East**, again for a day, a couple of days, or even a week for free or cheap, compared to the normal fare to Europe.

Loopy, right? But loo-crative. Let’s look at an example.

## EXAMPLE: LOS ANGELES TO DUBAI / GERMANY

Lars from LA always wanted to visit Germany. His mother was from Frankfurt and spoke of “Mainhattan” being the city’s nickname. Lars loved the connection and made it a mission. But when? Lars does a lot of Business in Dubai—he’s there several times a year—and then he heard about the magical SLS. Normally, Lars would pay \$4,418 for a Business Class round-trip fare to Dubai from Los Angeles. With the Loophole Strategy, he can add Frankfurt – *Mainhattan* – and pay just \$3,548 in total – or **\$870 LESS** than his normal trip, without the free side trip. Who’d have thought?

The chart below shows various other examples to keep an eye out for. Many of them allow you to add a city for less, about the same, or only a bit more than your round-trip costs without the stopover. Use this as **a guide** to explore what's most suitable for you.

**COST TO ADD A STOP IN EUROPE  
ON THE WAY TO THE MIDDLE EAST**

| Airline   | U.S. Origin | Middle East Destination | Normal Middle East R/T Fare | Europe Add-On | Two-Stop Fare | Cost For Adding Europe Stop |
|-----------|-------------|-------------------------|-----------------------------|---------------|---------------|-----------------------------|
| United    | Los Angeles | Dubai                   | \$4,418                     | Frankfurt     | \$3,548       | -\$870                      |
| United    | Chicago     | Dubai                   | \$3,699                     | Munich        | \$3,774       | \$75                        |
| United    | New York    | Tel Aviv                | \$3,290                     | Frankfurt     | \$3,411       | \$121                       |
| TAP       | New York    | Tel Aviv                | \$3,488                     | Lisbon        | \$3,319       | \$169                       |
| United    | New York    | Dubai                   | \$3,688                     | Zurich        | \$3,872       | \$184                       |
| Lufthansa |             | Tel Aviv                | \$3,037                     | Helsinki      | \$3,361       | \$324                       |

In the chart above, you either pay up to just \$324 more to visit an extra city or you can even pay up to \$870 less. It's like they're paying YOU to travel to a city on your bucket list.

**EXAMPLE: NORMAL ROUND-TRIP FARE**

Round trip · 1 · Business Class

Los Angeles ↔ Dubai

Total price from \$4,418



Tue, Dec 6 · 5:15 PM – 7:40 AM<sup>\*2</sup>

Lufthansa · United

26 hr 25 min

LAX–DXB

1 stop

9 hr 40 min MUC

2,756 kg CO<sub>2</sub>

-25% emissions ⓘ

▼



Sun, Dec 18 · 1:50 AM – 1:05 PM

Lufthansa · United

23 hr 15 min

DXB–LAX

1 stop

4 hr 20 min FRA

3,487 kg CO<sub>2</sub>

-7% emissions ⓘ

▼

## EXAMPLE: FCF'S SLS FARE

| 1 • Business Class                                                                |                                                                     |                         |                           | Total price from                            |         |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------|-------------------------|---------------------------|---------------------------------------------|---------|
| Multi-city trip                                                                   |                                                                     |                         |                           |                                             | \$3,548 |
|  | Tue, Dec 6 • 3:05 PM – 11:00 AM <sup>+1</sup><br>Lufthansa • United | 10 hr 55 min<br>LAX–FRA | Nonstop                   | 2,326 kg CO <sub>2</sub><br>Avg emissions ⓘ | ▼       |
|  | Mon, Dec 12 • 9:15 PM – 7:40 AM <sup>+1</sup><br>Lufthansa          | 7 hr 25 min<br>FRA–DXB  | 1 stop<br>40 min MUC      | 976 kg CO <sub>2</sub><br>-15% emissions ⓘ  | ▼       |
|  | Sun, Dec 18 • 1:50 AM – 1:05 PM<br>Lufthansa • United               | 23 hr 15 min<br>DXB–LAX | 1 stop<br>4 hr 20 min FRA | 3,487 kg CO <sub>2</sub><br>-7% emissions ⓘ | ▼       |

## EXAMPLE: DALLAS TO HELSINKI / BAHRAIN

Matti from Dallas always wanted to visit Bahrain. His mother was from Bahrain and spoke of the city “with the midnight sun.” Matti made it his mission to visit. But when? As it happens, Matti does business in Helsinki — he’s there a couple of times a year — and then he heard about the magical SLS. Normally, Matti would pay \$3,848 for a Business Class round-trip fare to Helsinki from Dallas. With FCF’s Stopover Loophole Strategy, he can add Bahrain to the trip and pay just \$3,780 in total – or **\$68 LESS** in total to do so.

## COST TO ADD A STOP IN THE MIDDLE EAST ON YOUR TRIP TO EUROPE

| Airline         | U.S. Origin   | Europe Destination | Normal Europe R/T Fare | Middle East Add-On | Two-Stop Fare | Cost For Adding Middle East Stop |
|-----------------|---------------|--------------------|------------------------|--------------------|---------------|----------------------------------|
| British Airways | Dallas        | Helsinki           | \$3,848                | Bahrain            | \$3,780       | -\$68                            |
| United, SWISS   | New York      | Frankfurt          | \$3,420                | Tel Aviv           | \$3,411       | -\$9                             |
| United          | San Francisco | Frankfurt          | \$3,544                | Dubai              | \$3,655       | -\$111                           |
| British Airways | New York      | London             | \$3,353                | Kuwait City        | \$3,525       | \$172                            |
| LOT             | Chicago       | Warsaw             | \$3,404                | Tel Aviv           | \$3,631       | \$227                            |

| Airline | U.S. Origin | Europe Destination | Normal Europe R/T Fare | Middle East Add-On | Two-Stop Fare | Cost For Adding Middle East Stop |
|---------|-------------|--------------------|------------------------|--------------------|---------------|----------------------------------|
| United  | Boston      | Zurich             | \$3,427                | Dubai              | \$3,780       | \$353                            |

As you can see in the chart above, you can either pay up to just \$353 more for an extra city or you can even pay up to \$68 *less*. It's like they're paying YOU for an extra city. Did I say that already?

## ANYWHERE ELSE STRIKE YOUR FANCY?

If the samples featured aren't the ones you have in mind, remember that travel within Europe is generally inexpensive and there are lots of ways to get around. For example, Berlin is just a one-hour flight from Frankfurt or a four-hour train ride, and it's about the same distance as Zurich. Also, you can play around with dates and itinerary combinations for many other opportunities we haven't highlighted here. Many cities in Europe and the Middle East have low Stopover Loophole Strategy fares.

Have fun, getting the most bang for your premium travel buck!





# FCF's Backup Booking Strategy Could Save Your Travel Life

September 2022

**Two tickets are better than one to guarantee the best seat on the right flights or to save your vacation altogether.**

Let me tell you about a recent airline experience I had and why I think you should book two tickets for your next trip.

I was flying from San Francisco to New York — and me being me — for that length of flight, I wanted the last, non-redeye flight with a widebody aircraft that didn't only have seat 1A (not my favorite) available. For that privilege, I had to part with \$1,398 for a United Business Class one-way fare. Pain point #1.

That was quickly followed by pain point #2 when at 10 o'clock the night before my flight, United sent me an email informing me of an equipment (aircraft) change. BUT, they couldn't tell me what my seat or aircraft would be for the next day's flight.

I paid \$1,398 flippin' dollars for a one-way domestic ticket and they couldn't tell me that?! As I'm sure you know, such flight changes and outright cancellations are rampant these days.

So now I'm thinking, are they going to throw me in someone else's favorite seat like 1A? We all have different seat and aircraft preferences, but I'm an aisle, second from the last row, middle section (no obstructed exit) on a 2-2-2 configuration kind of guy, not a 1A kind of guy. I know I always say, "see you up front," but not THAT up front!

Now, if the ticket was \$600, that's a different story. But for \$1,398 for a one-way domestic flight, I want a nonstop, on a widebody aircraft, at a convenient time, with a seat that suits me.

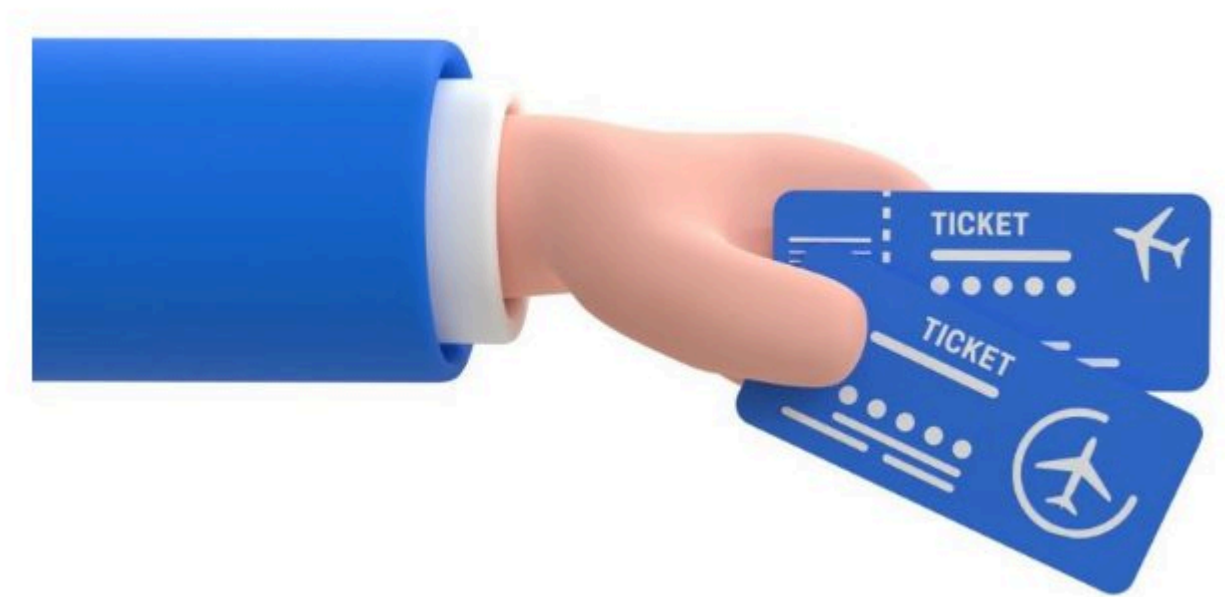
## **THE AIRLINE THREW ME A CURVE BALL, NOW WHAT?**

I try to practice what I preach. I did some quick research and spotted a one-way Delta ticket for \$999 from San Francisco to JFK, not my favorite New York airport, but it was a reasonable hit to take after United couldn't tell me anything about my flight the next day. In other words, I went with the sure airport instead of the mystery aircraft and seat.

**So I bought the Backup Booking Strategy ticket on Delta for \$999 like any self-respecting buyer of a \$1,398 one-way domestic ticket would do.**

At this point I was on my way to SFO with two tickets, when finally United informed me of my fate: They assigned me a seat I didn't want, 1A! The last premium seat I want. With no option to change! So I canceled the United ticket and flew Delta. With no cancellation fees, I can use the United credit within 12 months. (When an airline has an equipment change, the airline automatically re-books on an alternate aircraft. However, your seats could be very different, perhaps undesirable to you, as mine were in this example, and they could even be on a different type of aircraft. You can easily get downgraded to coach as well, by the way.)

That's my story. Let's break it down a little further.



## A TALE OF TWO TICKETS

**I think the Backup Booking Strategy is a smart move right now** given the turbulent nature of air travel in 2022 **with a lot of flights being canceled**. Just because an airline chops and changes, doesn't mean you should miss out on that vacation or important business meeting. With the major U.S. airlines still not charging cancellation fees, you won't lose any money if you buy another ticket. But you will have to reschedule your original ticket within 12 months. Of course, if you shelled out for a refundable ticket, you could get a refund. (Delta offered me an upsell to a fully refundable fare for another \$250, but because I can re-use the ticket value in the next 12 months if I didn't use it, I passed. In fact, I re-used a previously unused Delta ticket for this one.

## IS FCF'S BACKUP BOOKING STRATEGY SIMPLY A "DOUBLE BOOKING"?

While this may appear to be a double booking, it's not. A double booking is a technical airline industry term that means you have **two tickets booked for the same trip**, on the same airline. It's usually against airline policy.

**FCF's Backup Booking Strategy**, on the other hand, is a second ticket for the same trip **on a different airline, so you're fine**. In other words, while Democrats and Republicans talk to each other about your taxes, American doesn't talk to United about your tickets.

## IS THIS RIGHT?

I realize that some might consider this strategy unethical, given that you're holding two tickets on two separate airlines for two different flights and potentially depriving an airline of revenue. But since I can't be in both seats at once, the other seat will become available for them to fill, for one.



Moreover, my rationale on the ethics is that the airlines are constantly trying to upsell me to a refundable ticket, which is essentially insurance. But, they can change the aircraft or cancel the flight altogether, often without making you whole. That's lopsided to me.

While aircraft changes are one thing, flight cancellations nowadays are caused by poor airline operations so I'm just trying to make the best of the situation (pilots are picketing right now for gosh sake). I don't feel bad for the airlines given that when I do cancel the ticket, they still have my money in credit for another flight later. Plus, they can fill it.

## **BACKUP BOOKING STRATEGY TIPS**

- If you are booking two tickets, do so on separate airlines. Otherwise you'll have a "double booking," which is not allowed by the airlines, and they might cancel one of them.
- This strategy works best for frequent or semi-frequent travelers – those who know they can easily use the credit within 12 months.
- Consider whether it's worth paying the extra \$250 or so for the airline-offered refundable ticket option if you don't fly much or don't envision using the credit of your unused Backup Booking Strategy ticket.

A close-up portrait of a man's face, looking directly at the camera. On top of his head, there is a realistic human brain. The brain is enclosed within a small, dark metal cage with vertical bars. A red stop sign is attached to the cage. The background is a solid, muted teal color.

# The Upgrade Mindset & Contentment, Part I: How Considering the Three Cs Can Deliver

September 2022

## **Just be realistic about the trade-offs in cost, comfort, and convenience**

In travel, if you're flexible, you can make amazing things happen. It's possible to get great prices on great seats just by flying on the dates and routes where airlines have **wholesale or distressed premium seat inventory**. It's that simple.

But life gets in the way of being flexible. Sometimes you can't move the date (it's Claudio's graduation) or a kajillion other reasons.

This brings me to a guiding Upgrade Mindset philosophy: **When you can't be flexible, two out of three ain't bad.** Sing it, big fella...

And all I can do is keep on telling you  
I want you (I want you)  
I need you (I need you)  
There ain't no way I'm ever gonna love you  
Now don't be sad (don't be sad 'cause)  
Cause two out of three ain't bad  
*Meatloaf. Two Out Of Three Ain't Bad. 1977*

### **FCF's 3Cs.**

Here at FCF we see travel as a trilogy of Cs:

**Cost:** in dollars or miles or points

**Comfort:** class of service / seat quality

**Convenience:** dates, times, number of stops, routing, airport quality, layover time, etc.

The guiding principle is that when you're not flexible, be content when you get two out of the three Cs.

This may not be a new concept to you. You may have heard of the **Good / Fast / Cheap rule**, often referred to in various types of projects, products, and services, and how **you can only ever have two**. It can be cheap and good, but it's not going to happen fast. Or it can be good and fast, but it's going to cost you a bundle. Or you can do it fast on a low budget, but it won't be very good.

**Travel is similar.** You *can* achieve the three Cs, which we call the trifecta — and that should get the champagne corks popping. Unfortunately, that doesn't happen all the time. So, in those cases, be content with two.

## **2 OUT OF 3 CS: SOME EXAMPLES**

### **Example #1: Iberia Airlines Business Class flight New York to Bordeaux via Madrid.**

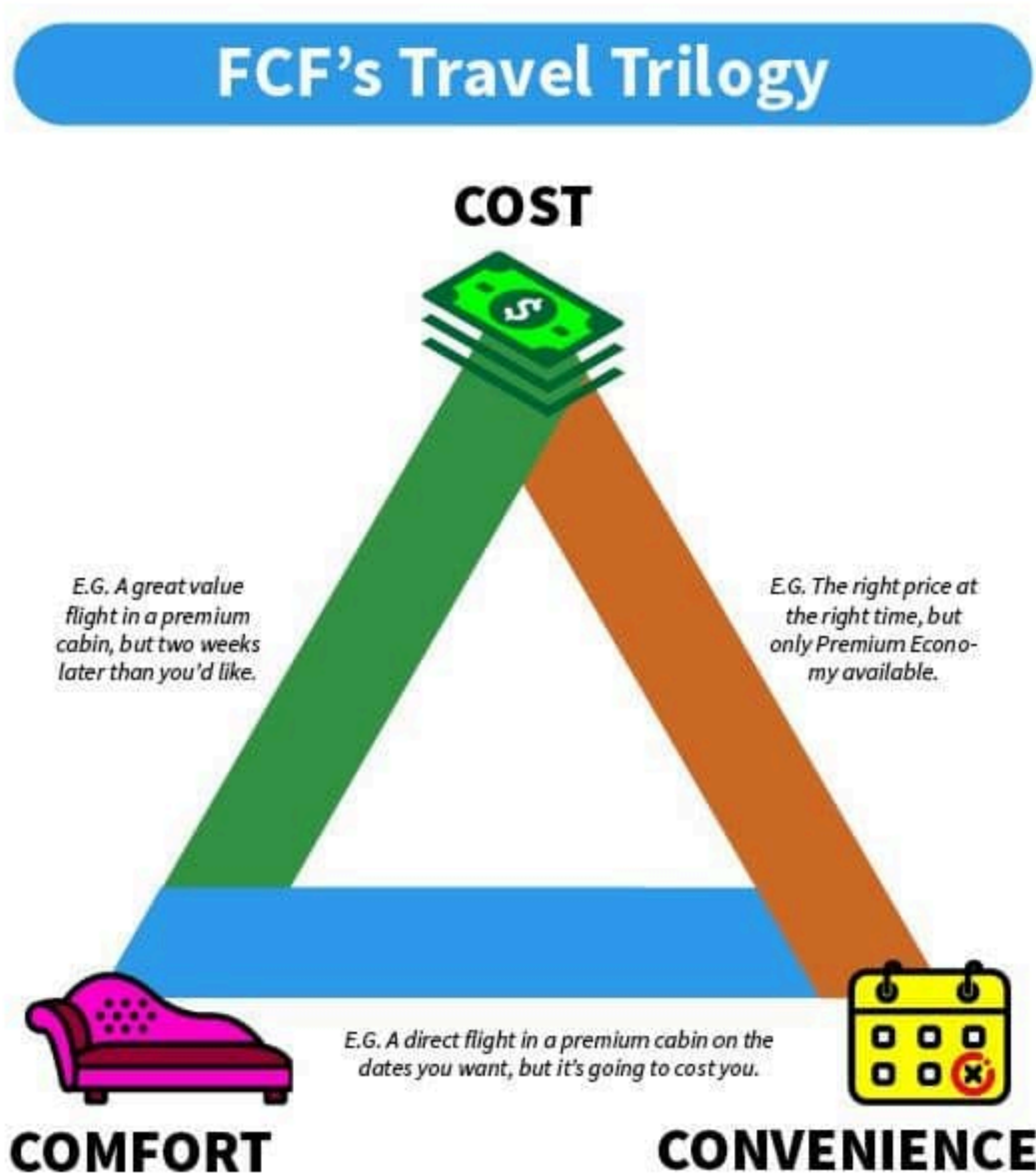
The cost is low (88,000 miles/points R/T). Tick. The seats are decent, so comfort is okay. The convenience level is low on this one, however, because the availability of award seats in this example dictated you return a day later than was ideal. That's two out of three.

## Example #2: United Airlines Chicago to Frankfurt.

You're on a Business Class flight, so tick the comfort box. It's a nonstop and on the date you want (Claudio's graduation!), so tick the convenience box. BUT, it's pricey, for both miles and dollars. But hey, two out of three ain't bad.

## Example #3: Virgin Atlantic Premium Economy flight Atlanta to London.

It's nonstop so that's a plus. That's a tick for convenience. You can get a price that's nice, too. Tick the cost box. BUT, as for comfort, Virgin Atlantic's Premium Economy seat width is ok, similar to Delta's Business Class but not a very good recline if you want to get some sleep. Score two out of three.



## WHO SHOULD HEED THIS 2 OUT OF 3 THINKING?

**Perfectionists:** Okay, you perfectionists, I get where you're coming from. You're going to be disappointed most of the time if you're always going for perfection. Two out of three gives you an out. Try to do as well as you can within those parameters. If you're very flexible, then maybe think about three out of three.

**The cost-conscious, overly ambitious, and inflexible traveler:** As comedian Steven Wright says, you can't have everything; where would you put it?! You're not a perfectionist as such, but you may go for one of the three Cs. Maybe you're *always* looking at the cost. But that can come at a price — foregoing comfort and convenience even if you have to pay a little more this time around.

## HOW TO BE HAPPY WHILE AMBITIOUS

At FCF, we like to **think of travel as an investment, not a cost**. This subtle mindset shift can make a world of difference. If you view travel as a cost, you're looking at it too transactionally, as opposed to transformationally.

No one who can't afford a Mercedes is bent all out of shape when they have to buy a Buick. But in travel, people often fantasize about scoring a perfect deal, so when they don't, they get upset. It's weird what airline tickets do to people. Over fantasizing in travel is a recipe for discontentment.

So consider FCF's three Cs for premium travel. Think realistically about your options and be content to pull the trigger on imperfect options without beating yourself up about it.

Then, after you've locked-in *something*, you can [upgrade your Cs as you go](#). More on that one next month, too.





## **Here are the route numbers that count for finding domestic bliss these days.**

Of all the tips, tricks, traps, and travel trade secrets we cover, one that gets particular attention from FCF readers is the mysterious “in-class upgrade.”

Most people think that when they buy a premium seat, the experience is more or less the same across all airlines. But that is far from the truth. It’s like lumping Maserati and Mazda together because they’re both cars. Sure, they’re both cars, but they perform very differently.



**In many cases, long-haul Premium Economy seats are more comfortable than domestic First Class seats. It might sound crazy, but it's true.**

But the twist in the tale is that some flights on domestic routes are operated with aircraft otherwise configured for international routes. Where to find the good seats is ever-changing, which is why we publish these reports every few months, and is subject to change after you book your ticket. (Here's [what I did](#) when my aircraft last changed.)

So the seats cost the same, but they're way more comfy.

And that's where the idea of an "in-class upgrade" was born. So if you simply know which domestic flights are serviced with internationally configured aircraft, **you can get an upgrade (seat improvement) for no extra cost.**

In other words, if you buy a premium seat on a standard domestic aircraft, like an A321 or B737, versus an internationally configured aircraft, like a B767 or B777, the price will be the same but the experience will be night-and-day different.

### **Remembering the Definition of "Upgrade"**

**FCF defines an upgrade as an improvement in the overall value of travel. In other words, when the sum total of all the positives outweighs the sum total of any negatives for any other option available, relative to your baseline option, congratulations, you've got yourself an upgrade.**



There are seats, and then there are seats

## EXAMPLES OF FREE DOMESTIC IN-CLASS UPGRADES

American Airlines' Los Angeles-Miami service operates A321s, B787s and B777s where fares are the same, but the seats are not. Business Class seats on the B777s and B787s recline to 180 degrees, but First Class on the A321 (short haul/non-transcon) seats only recline a few inches. It's the same on United's San Francisco-Houston route, which flies B737s, B777s and B787s, all with the same prices.


**Departure · Fri, Sep 16**
Select flight
**\$1,443**  
round trip

10:59 PM · San Francisco International Airport (SFO)

Travel time: 4 hr 11 min · Overnight ▲

5:10 AM\*<sup>1</sup> · O'Hare International Airport (ORD)

Standard recliner seat

Wi-Fi for a fee

In-seat power outlet

Stream media to your device

Carbon emissions estimate: 297 kg ⓘ

United · First Class · Boeing 737 · UA 1640


**Departure · Fri, Sep 16**
Select flight
**\$1,443**  
round trip

11:59 PM · San Francisco International Airport (SFO)

Travel time: 4 hr 6 min · Overnight ▲

6:05 AM\*<sup>1</sup> · O'Hare International Airport (ORD)

Lie flat seat

Wi-Fi for a fee

In-seat power outlet

Stream media to your device

Carbon emissions estimate: 1,109 kg ⓘ

United · First Class · Boeing 777 · UA 476

## WIDE-BODY AIRCRAFT CONFIGURATION BY AIRLINE, WITH LIE-FLAT SEATS

| Airline                  | Aircraft       | Version | Number of Seats | Configuration | Seat Width |
|--------------------------|----------------|---------|-----------------|---------------|------------|
| <a href="#">American</a> | B777-300ER     | 1       | 52              | 1-2-1         | 20.5       |
|                          | B777-200       |         | 37              |               | 21.9       |
|                          | B787-800       |         | 20              |               | 21         |
|                          | B787-900       | 2       | 28              |               |            |
|                          | B767-300ER (K) | 1       | 26              |               | 20.5       |
| <a href="#">Delta</a>    | B767-300ER (L) | 2       | 36              |               |            |

| Airline                | Aircraft         | Version | Number of Seats | Configuration | Seat Width |       |
|------------------------|------------------|---------|-----------------|---------------|------------|-------|
|                        | B767-300ER (Z)   | 3       | 26              |               |            |       |
|                        | B767-400ER       | 1       | 40              |               |            |       |
|                        | B767-400ER       | 2       | 34              |               |            |       |
|                        | A330-300         | 1       | 34              |               |            | 19.7  |
|                        |                  | 2       |                 |               |            |       |
|                        | A330-900         | 1       | 29              |               |            | 22.5  |
|                        | A350-900         |         | 32              |               |            | 20.46 |
|                        |                  |         | 2               | 30            |            | 2-2-2 |
| <a href="#">United</a> | B777-300ER (77W) | 1       | 60              | 1-2-1         | 22         |       |
|                        | B767-300         |         | 30              | 1-1-1         | 20.6       |       |
|                        |                  |         | 2               |               |            | 46    |
|                        | B767-400         | 1       | 39              | 2-1-2         | 20.5       |       |
|                        | B787-800         |         | 28              |               |            |       |
|                        | B787-900         |         | 2               | 48            | 2-2-2      | 20.6  |
|                        |                  | 48      |                 | 1-2-1         | 20.5       |       |
|                        | B787-10          | 1       | 44              |               |            |       |

\*Aircraft subject to change

So, to drill down further, here are the American flight numbers with those better seats, along with the days they operate. Because they are subject to change and often do, always check before booking. Use this as a guide for inspiration.

## AMERICAN WIDE-BODY OPPORTUNITIES WITHIN THE 48 STATES

| Travel Between      | Flight numbers* | Days of Operation              | Aircraft | Return | Days of Operation              | Aircraft |
|---------------------|-----------------|--------------------------------|----------|--------|--------------------------------|----------|
| Dallas-Los Angeles  | AA2318          | Sat.                           | B777-300 |        |                                |          |
| Dallas-Miami        | AA2940          | Thur.                          | B777-200 | AA867  | Fri.                           | B777-200 |
| Dallas-Philadelphia | AA470           | Mon.                           | B787-900 | AA1752 | Mon.                           | B787-800 |
| Dallas-Phoenix      | AA569           | Mon., Tue., Thur. through Sat. |          | AA569  | Mon., Tue., Thur. through Sat. | B787-900 |
| Los Angeles-Chicago | AA2187          | Tue., Thur. through Sun.       | B787-800 | AA374  |                                | B787-800 |
|                     | AA1598          | Sun. through Sat.              |          | AA2364 | Sun. through Sat.              |          |
| Los Angeles-Miami   | AA340           |                                | B777-300 | AA2330 | Mon., Tue., Thur. through Sat. | B777-300 |
|                     | AA2644          |                                | B787-800 | AA2675 |                                | B787-800 |
|                     | AA1228          |                                |          | AA1228 | Sun. through Sat.              |          |
|                     |                 |                                |          | AA1536 |                                | B777-300 |
| Miami-Dallas        | AA2940          | Thur.                          | B777-200 | AA1521 | Tue.                           | B787-800 |
| Miami-Philadelphia  | AA375           | Mon., Tue., Thur. through Sat. | B787-800 | AA2439 | Mon., Tue., Thur. through Sat. |          |
|                     | AA2486          | Sun. through Sat.              |          | AA581  | Sun. through Sat.              |          |
| New York-Miami      | AA449           | Mon., Tue., Thur. through Sat. | B777-200 | AA1247 |                                |          |
|                     | AA1351          | Sun. through Sat.              |          |        |                                |          |

\* Schedule through September 30. Flight number and aircraft subject to change.

## DELTA WIDE-BODY OPPORTUNITIES WITHIN THE 48 STATES

| Travel Between      | Flight numbers* | Days of Operation | Aircraft | Return  | Days of Operation | Aircraft |                        |      |
|---------------------|-----------------|-------------------|----------|---------|-------------------|----------|------------------------|------|
| Atlanta-Boston      | DL0422          | Sun. through Sat. | B767     | DL0504  | Thur., Fri., Sun. | B767     |                        |      |
|                     | DL0493          |                   |          | DL1247  | Sun. through Sat. | A330     |                        |      |
|                     | DL0787          |                   |          | DL0445  |                   | B767     |                        |      |
|                     | DL9768          | Wed.              |          | DL9768  | Tue.              |          |                        |      |
|                     |                 |                   |          | DL1644  | Mon. through Sat. |          |                        |      |
|                     |                 |                   |          | DL1457  | Sun. through Sat. | A330     |                        |      |
| Atlanta-Cincinnati  | DL0857          | Tue., Sat.        | B767     | DL 2622 | Tue., Sat.        | B767     |                        |      |
|                     | DL2963          | Thur., Sat.       |          | DL 2842 | Thur., Sat.       |          |                        |      |
| Atlanta-Detroit     | DL0521          | Tue.              | A350     | DL0441  | Wed.              | A350     |                        |      |
| Atlanta-Los Angeles | DL0383          | Thur., Sun.       |          | DL0509  | Thur., Sun.       |          |                        |      |
|                     | DL0516          | Sun. through Sat. |          | B767    | DL2554            |          | Sun. through Sat.      | B767 |
|                     | DL0498          | Thur., Sun.       |          | A350    | DL0451            |          | Tue., Wed., Fri., Sun. | A350 |
|                     | DL2864          | Mon., Sun.        | DL0548   |         | Mon., Thur., Sun. | B767     |                        |      |
| Atlanta-Minneapolis | DL0469          | Tue.              | B767     |         |                   |          |                        |      |
|                     | DL9765          | Sun. through Sat. | A330     | DL8786  | Mon.              | B767     |                        |      |
| Atlanta-New York    | DL0526          |                   | B767     | DL0482  | Sun. through Sat. |          |                        |      |
|                     | DL0517          |                   |          | DL0793  |                   |          |                        |      |
|                     | DL2269          |                   |          | DL0424  |                   |          |                        |      |
|                     |                 |                   |          |         |                   |          |                        |      |



| Travel Between         | Flight numbers* | Days of Operation        | Aircraft | Return | Days of Operation        | Aircraft |  |  |
|------------------------|-----------------|--------------------------|----------|--------|--------------------------|----------|--|--|
| Atlanta-Orlando        | DL1575          |                          |          | DL1575 |                          |          |  |  |
|                        | DL1639          |                          |          | DL1639 |                          |          |  |  |
|                        | DL0859          |                          |          | DL0859 |                          |          |  |  |
| Atlanta-Seattle        | DL0334          |                          | A350     | DL0869 |                          | A350     |  |  |
| Anchorage-Atlanta      | DL0671          | Mon., Thur. through Sun. | B767     | DL0671 | Mon., Thur. through Sun. | B767     |  |  |
|                        | DL1249          | Sun. through Sat.        |          | DL1249 | Sun. through Sat.        |          |  |  |
| Detroit-Los Angeles    | DL2737          | Thur., Fri.              | A350     | DL2861 | Thur., Fri.              | A350     |  |  |
| Detroit-Salt Lake City | DL1263          | Sun. through Sat.        | A330     | DL1296 | Sun. through Sat.        | A330     |  |  |
| Minneapolis-Seattle    | DL9764          | Tue., Thur.              |          | DL9764 | Sat.                     |          |  |  |
|                        | DL9761          |                          |          |        |                          |          |  |  |
| New York-Los Angeles   | DL0313          | Sun. through Sat.        | B767     | DL0323 | Sun. through Sat.        | B767     |  |  |
|                        | DL0351          |                          |          | DL0324 |                          |          |  |  |
|                        | DL0563          |                          |          | DL0392 |                          |          |  |  |
|                        | DL0657          | Mon., Thur., Fri., Sun.  |          | DL0436 | Mon., through Fri., Sun. |          |  |  |
|                        | DL0808          | Sun. through Sat.        |          | DL0553 | Sun. through Sat.        |          |  |  |
|                        | DL1348          | Mon., through Fri., Sun. |          | DL0554 | Mon., Thur., Fri., Sun.  |          |  |  |
|                        | DL1379          | Sun. through Sat.        |          | DL0562 | Sun. through Sat.        |          |  |  |
|                        | DL1571          |                          |          | DL1095 |                          |          |  |  |
|                        | DL2789          |                          |          | DL1640 |                          |          |  |  |
|                        | DL0326          | Tue. through Fri., Sun.  |          | DL0328 |                          |          |  |  |
|                        | DL0353          | Sun. through Sat.        |          | DL0426 |                          |          |  |  |
|                        | DL0355          |                          |          | DL2966 |                          |          |  |  |
|                        | DL0439          |                          |          |        |                          |          |  |  |
|                        | DL2233          |                          |          |        |                          |          |  |  |
|                        |                 |                          |          |        |                          |          |  |  |
|                        | DL9758          |                          |          | DL9766 | Sun. through Sat.        |          |  |  |

| Travel Between         | Flight numbers* | Days of Operation | Aircraft | Return                   | Days of Operation | Aircraft |
|------------------------|-----------------|-------------------|----------|--------------------------|-------------------|----------|
| New York-Minneapolis   | DL9763          | Wed., Fri.        | A330     | DL9763                   | Sat.              | A330     |
| New York-San Diego     | DL0350          | Sat.              | B767     | DL0350                   | Sat.              | B767     |
| New York-San Francisco | DL0300          | Sun. through Sat. |          | DL0388                   | Sun. through Sat. |          |
|                        | DL0314          |                   |          | DL0487                   |                   |          |
|                        | DL0487          |                   |          | DL0561                   |                   |          |
|                        | DL2229          |                   |          | DL1621                   |                   |          |
|                        | DL0325          |                   |          | Mon., through Fri., Sun. |                   |          |
| New York-Seattle       | DL0452          | Mon., Sat.        | A330     | DL9762                   | Sun. through Sat. | A330     |
|                        | DL0393          | Mon.              |          | DL0348                   | Mon., Sat.        |          |

\* Schedule through September 30. Flight number and aircraft subject to change.

## UNITED WIDE-BODY OPPORTUNITIES WITHIN THE 48 STATES

| Travel Between        | Flight numbers* | Days of Operation       | Aircraft | Return | Days of Operation | Aircraft |
|-----------------------|-----------------|-------------------------|----------|--------|-------------------|----------|
| Chicago-Houston       | UA2161          | Sun. through Sat.       | B777     | UA503  | Sun. through Sat. | B777     |
| Chicago-Las Vegas     | UA1888          | Fri.                    |          | UA1791 | Fri.              |          |
| Chicago-Los Angeles   | UA2095          | Mon. through Sat., Sun. | B787     | UA2145 | Sun. through Sat. | B787     |
| Chicago-Newark        | UA2138          | Mon.                    |          | UA2138 | Fri.              |          |
| Chicago-Orlando       | UA2323          | Fri.                    | B777     | UA1962 | Fri.              | B777     |
| Chicago-San Francisco | UA2242          | Sun. through Sat.       |          | UA2035 | Sun. through Sat. |          |

| Travel Between         | Flight numbers* | Days of Operation        | Aircraft          | Return                  | Days of Operation              | Aircraft |                   |
|------------------------|-----------------|--------------------------|-------------------|-------------------------|--------------------------------|----------|-------------------|
| Chicago-Washington, DC | UA1268          | Mon., Thur. through Sun. | B767              | UA2608                  | Mon., Tue., Thur. through Sun. | B767     |                   |
|                        | UA2627          | Tue.                     |                   | UA2338                  | Tue.                           |          |                   |
|                        | UA2677          |                          |                   |                         |                                |          |                   |
| Denver-Chicago         | UA1898          | Sun. through Sat.        | B777              | UA1821                  | Sun. through Sat.              | B777     |                   |
|                        | UA763           |                          |                   | UA2224                  |                                |          |                   |
| Denver-Houston         | UA699           |                          |                   | UA2229                  |                                |          |                   |
| Denver-Newark          | UA1572          |                          | B787              | UA1204                  |                                | B787     |                   |
| Denver-San Francisco   | UA245           | Mon., Thur. through Sun. | B777              | UA2045                  | Sun. through Sat.              | B777     |                   |
|                        | UA2681          |                          |                   | UA1999                  |                                |          |                   |
| Houston-Newark         | UA1524          |                          | B767              | UA687                   |                                | B767     |                   |
| Houston-Los Angeles    | UA1877          |                          | B777              | UA2410                  |                                | B777     |                   |
| Los Angeles-Denver     | UA371           |                          |                   |                         |                                |          |                   |
| Newark-Los Angeles     | UA1190          |                          | Sun. through Sat. | B787                    |                                | UA1082   | Sun. through Sat. |
|                        | UA1499          |                          |                   |                         | UA1990                         |          |                   |
|                        | UA1830          | UA 2213                  |                   |                         | Mon.                           | B777     |                   |
|                        | UA2038          | UA 2335                  |                   | Sun. through Sat.       | B777                           |          |                   |
|                        | UA2434          | UA 2473                  |                   | Sat.                    |                                |          |                   |
|                        | UA2674          | UA 2614                  |                   | Mon. through Fri., Sun. | B787                           |          |                   |
|                        |                 |                          |                   |                         |                                |          |                   |

| Travel Between           | Flight numbers* | Days of Operation | Aircraft | Return | Days of Operation | Aircraft |
|--------------------------|-----------------|-------------------|----------|--------|-------------------|----------|
| Newark-San Francisco     | UA1126          | Mon.              | B787     | UA1128 | Sun. through Sat. | B777     |
|                          | UA1257          | Sun. through Sat. | B777     | UA1428 |                   |          |
|                          | UA1498          |                   |          | UA1666 |                   | B787     |
|                          | UA1829          |                   |          | UA2059 |                   | B777     |
|                          | UA1904          |                   |          | UA2097 |                   |          |
|                          | UA1978          |                   |          | UA2448 |                   |          |
|                          | UA1991          |                   |          | UA2499 |                   |          |
|                          | UA2632          |                   |          | UA1546 |                   |          |
|                          | UA682           |                   |          | UA336  |                   |          |
| San Francisco-Chicago    | UA0476          | Sun. through Sat. | B787     | UA2169 | Sun. through Sat. | B777     |
|                          | UA1191          |                   | B777     | UA2333 |                   |          |
|                          | UA2033          |                   | B787     | UA2678 |                   |          |
| San Francisco-Houston    | UA505           |                   | B777     | UA1948 |                   |          |
|                          | UA636           | Mon.              | B787     | UA547  | Fri.              |          |
| Washington-San Francisco | UA424           | Sun. through Sat. | B777     | UA2002 | Sun. through Sat. |          |

\* Schedule through September 30. Flight number and aircraft subject to change.



# September's Top 34 Greatest Premium Fare and Discount Award Hits

September 2022

## **Our blockbuster fare and discount award finds will have you dancing the night away**

September's here with some soul singin', heart ringin' fare, and discount award goodness. Some are chart-toppers, some are earworms, some are still worth humming.

As always, jump on these deals ASAP because some (especially the super low fares and delicious redemption availability) will disappear fast, and may even have by the time you read them.



# Hot Published Fares

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Indonesia

## THE CARIBBEAN

[Antigua Biz Class New York & Philadelphia from \\$921 to \\$1,155 R/T](#)

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[Barbados Biz Class from \\$972 to \\$1,187 R/T](#)

[Grand Cayman Biz Class from \\$764 to \\$1,186 R/T](#)

[St. Croix Biz Class from \\$989 to \\$1,179 R/T](#)

[St. Lucia Biz Class from \\$968 to \\$1,183 R/T](#)

[U.S. Virgin Islands Biz Class from \\$963 to \\$1,160 R/T](#)



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## MEXICO

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[Cancun Biz Class from \\$628 to \\$910 R/T](#)

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## DEEP SOUTH AMERICA

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Santiago

## SOUTH PACIFIC

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Tahiti