



Special Fares Monitor

July 2019

This month FCF is introducing a special new addition that features a survey of the best current airfare deals we've published in the last month—that **remain live**. In case you missed them, forgot about them, or are just now ready to pounce, have at 'em...

[Hot \\$1,437 R/T Business Class Fares to Argentina](#)

[Cheap Business Class Fares to Africa From \\$2,317](#)



[New Dallas and Houston > Europe \\$2,209 R/T Biz Class Fares—Major Carriers](#)

[\\$1,845 Biz Class Fares On Major Airline/s to Europe and Moscow from Boston and Washington, DC](#)

[39% Off to New Zealand in Business Class](#)

[New \\$687 Premium Economy Fares from California to Europe](#)

[\\$723 Premium Economy Fares from Florida to Europe](#)

[\\$930 Premium Economy Fares to Argentina and Brazil](#)

[New Biz Fares from Miami and New York Starting at \\$1,715 R/T to Europe & Moscow, Major Sky, Star, One Carriers](#)

[Premium Economy Fares Surface from West Coast to Australia on Delta \\$1,665 R/T](#)



World Champion Airfare Strategy Still Slam Dunking— At \$617 Per Business Class Long-Haul Flight Segment

July 2019

**Fly Business Class for the cost of coach from more U.S.
than ever with LSS.**

We call it the “Leg Stretch Strategy (LSS)” and it takes seemingly everyday intercontinental trips to NBA-like heights of savings. Our team constantly keeps an eye on Leg Stretch opportunities for readers and once again they’ve come up with a buzzer-beating winner involving Europe and South America.

FCF’S LEG STRETCH STRATEGY ON THE CHALKBOARD

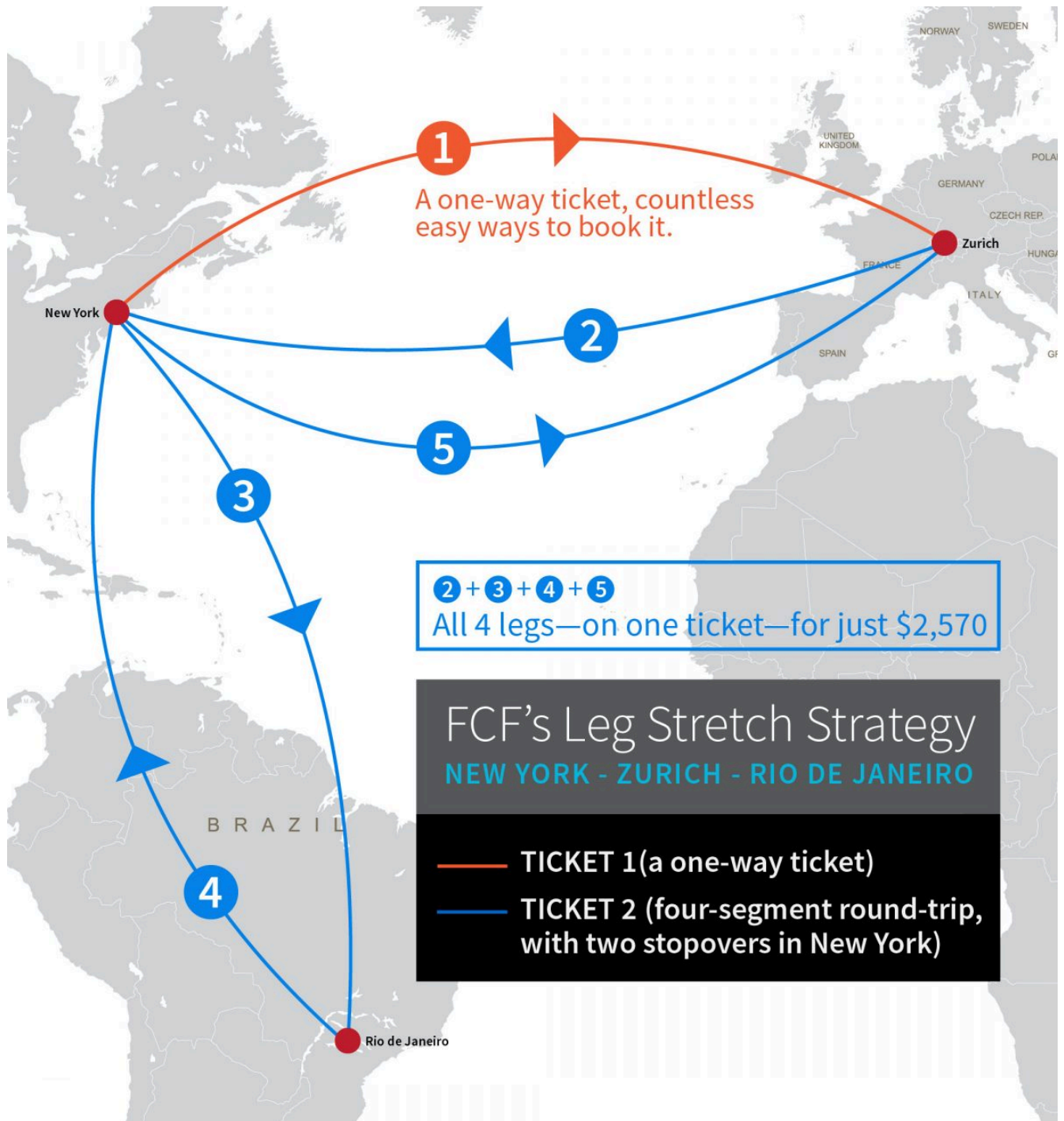
Gather in close team, here’s the play. The Leg Stretch Strategy (LSS) works best for the person who will travel (or would like to travel) to Europe at least twice in one year and to South America once. If that’s not in

your game plan, maybe you should consider it, because the **Business Class prices on these routes are lower than coach in many instances.**

The strategy makes use of round-trip itineraries between two continents (in this case, Europe and South America) with stopovers each way in a third continent (in this installment, North America, specifically the U.S.). The third one—North America—is the “connecting continent.”

One of the reasons the LSS is so inexpensive is because it starts in Europe and fares from Europe to South America are cheaper than fares from the U.S. to South America, plus with Delta these low fares allow a stopover in the U.S. So, obviously, if you live in the U.S. you have to get yourself there. We suggest getting a [one-way ticket using miles](#). Don't let that put you off, because we find [great one-way miles deals to Europe](#) all the time here at FCF.

This itinerary has four discreet legs on one ticket (equivalent to two round-trips): Europe > U.S. (“stopover”) > South America > U.S. (“stopover”) > Europe, starting at \$2,570 (2,512 CHF) in Business Class on Delta. That's a crazy-great price— just \$1,285 each way, Business Class.























It goes like this, starting with the U.S. departure:

1. Book a one-way ticket to Europe (details [here](#)).
2. Purchase a round-trip ticket on Delta from Europe to South America via the U.S. (the stopovers are free). **You can stop over for as long as you like—as long as all travel on the ticket is completed within one year from your departure date.**
3. Then it's off to South America.
4. Back to the U.S. (the second stopover).
5. Back to Europe, the final leg of the ticket.

6. Then, decision time: You can return home on another one-way ticket OR you can start the process again, returning to the U.S. as leg one of your next Leg Stretch Strategy ticket.

See the screenshots below to see how the deal unfolds.

Flights			SKY PRIORITY		
WED 07 AUG	ZRH ▶ JFK 1:40 PM 4:44 PM	DL 407 9h 4m Nonstop	Delta One® (Z) Changeable / Nonrefundable Delta Air Lines Baggage Information	Price per Passenger	CHF2,324.90
				Taxes, Fees and Charges	CHF187.25
DETAILS ▼ SEATS			    		
WED 23 OCT	JFK ▶ GIG 4:59 PM 10:00 AM ARRIVES NEXT DAY	DL 1169, DL 61 16h 1m 1 Stop	First Class (Z) Delta One® (Z) Changeable / Nonrefundable Delta Air Lines Baggage Information		
				    	
DETAILS ▼ SEATS			    		
SUN 27 OCT	GIG ▶ JFK 10:05 PM 1:00 PM ARRIVES NEXT DAY	DL 60, DL 843 15h 55m 1 Stop	Delta One® (Z) First Class (Z) Changeable / Nonrefundable Delta Air Lines Baggage Information		
				    	
DETAILS ▼ SEATS					
MON 18 NOV	JFK ▶ ZRH 7:50 PM 09:40 AM ARRIVES NEXT DAY	DL 408 7h 50m Nonstop	Delta One® (Z) Changeable / Nonrefundable Delta Air Lines Baggage Information		
DETAILS ▼ SEATS					
				Total Price (CHF)	CHF2,512.15

ALMOST A FREE AGENT

You're getting Business Class for the price of coach, or just a bit more than coach, depending on the destinations you choose. A New York-to-Zurich ticket in economy ranges from ~\$600 to \$1,100 and a New York-to-Rio de Janeiro ticket in economy ranges from ~\$1,300 to \$1,800 on Delta. That's \$1,900 at a minimum to fly economy—and possibly \$2,900 depending on your dates—while the Leg Stretch nets those same destinations in Business Class for \$2,570. **That's a Business Class two-for-one (or better) savings.**

Another way to look at the savings is that a New York-to-Zurich ticket in Business Class ranges from ~\$2,500 to \$6,500 and a New York-to-Rio de Janeiro return ticket in Business Class ranges from ~\$4,000 to \$5,800 on Delta. That's \$6,500 at a minimum to fly Business Class—and as much as \$12,300 depending on your dates—while the LSS can net those same destinations in Business Class for \$2,570.

N.B. If links send you to a fare that's much higher, play around with the dates, and more than likely you'll find the same fare we did.

Start Your LSS Ticket In:	Your U.S. Stop (Both Going and Coming):	Your South American Destination:	Fare for Four Legs (in Effect, Two Round-trips)	Quick Links:
Zurich	New York	Rio de Janeiro	\$2,518	Expired
Zurich	New York	São Paulo	\$2,543	Expired
Zurich	Charlton	Rio de Janeiro	\$2,513	Expired
Zurich	Chicago	Rio de Janeiro	\$2,537	Expired
Zurich	Washington, DC	Rio de Janeiro	\$2,507	Expired
Zurich	Tampa	Rio de Janeiro	\$2,589	Expired
Zurich	Detroit	Rio de Janeiro	\$2,513	Expired
Zurich	Minneapolis	Rio de Janeiro	\$2,617	Expired
Zurich	Philadelphia	Rio de Janeiro	\$2,695	Expired
Zurich	Dallas	Rio de Janeiro	\$2,750	Expired
Oslo	Washington, DC	Rio de Janeiro	\$2,735	Expired
Barcelona	New York	São Paulo	\$2,783	Expired
Milan	New York	São Paulo	\$2,845	Expired
Frankfurt	Atlanta	São Paulo	\$2,882	Expired
Madrid	New York	Rio de Janeiro	\$2,881	Expired
Oslo	Atlanta	Buenos Aires	\$2,953	Expired
Copenhagen	Houston	Rio de Janeiro	\$2,999	Expired
Barcelona	Atlanta	Santiago	\$3,460	Expired



How to Hop to Tel Aviv With Kangaroo Miles + Sweet Redeems Survey

July 2019

It's an unlikely duo: using miles from Australian carrier Qantas to fly to Tel Aviv on Israeli airline El Al. But it's so crazy, it just might work. To seal the deal, get Qantas miles with points transfers from: **Amex, Chase, Citi, and Marriott.**

YOU PAY A LOT MORE WITH EL AL VS. QANTAS

The Qantas program for El Al flights uses a distance-based award chart, so U.S. East Coast rates are lower than West Coast rates to Tel Aviv.

Using the Qantas program, flights of 4,801 to 5,800 miles cost 78,000 points in Business Class one-way, or 156,000 round-trip. This includes flights between Tel Aviv and Boston, Newark, and New York JFK.

As a comparison, the El Al program costs 250,000 miles for the round-trip from Boston and 300,000 from New York.

Flights of 5,801 to 7,000 miles cost 92,000 points in Business Class one-way (184,000 r/t). That covers flights between Tel Aviv and Chicago and Miami.

Compare that to the El Al program, which costs 350,000 miles round-trip from Chicago and Miami.

Flights of 7,001 to 8,400 miles cost 104,000 points one-way (208,000 r/t) in Business Class on Qantas. That covers flights between Tel Aviv and Los Angeles and San Francisco.

Again, compare with the El Al program, which costs 350,000 points round-trip from LAX and SFO to Tel Aviv in Business Class.

HOW WE COMPARE THESE APPLES

These mileage programs are as far apart as, well, Israel and Australia, so we based our comparison on how many Amex points would be needed for the transfer. In other words, we used Amex as the common denominator program for El Al and Qantas.

The first part is easy: Amex to Qantas is 1:1. Amex to EL AL—not so much. Amex Membership Rewards points convert into Matmid Club points at a 1,000:20 ratio. Generally, you’ll find that Business Class redemptions cost 5,000 to 7,000 Matmid points round-trip, which is the equivalent of 250,000 to 350,000 Amex Membership Rewards points round-trip.

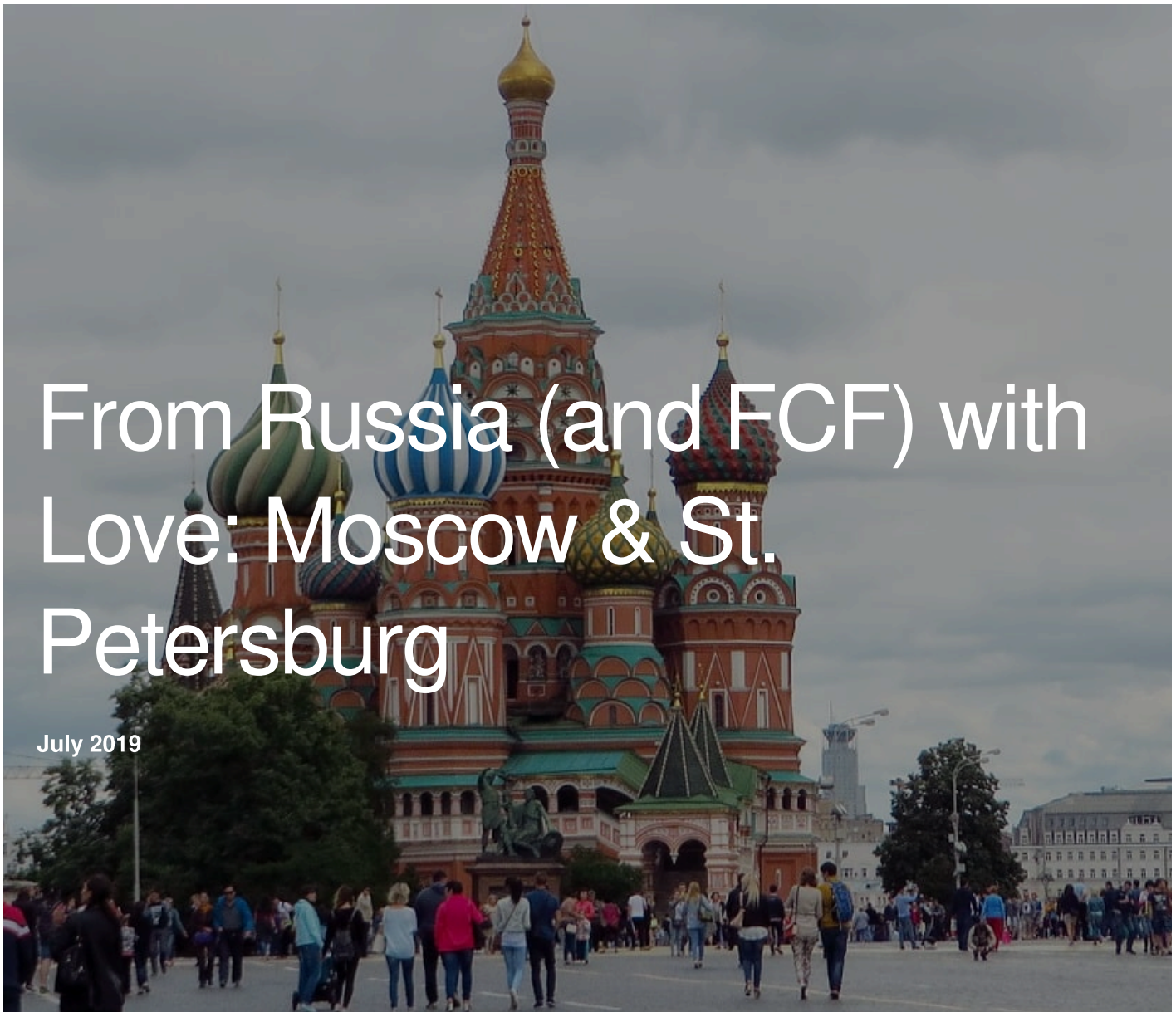
Fuel-ish to Ignore: Another reason to use Qantas miles to book on El Al flights is because **Qantas doesn’t impose fuel surcharges for travel on El Al**—when using El Al miles the additional cash ranges from \$200 to \$450.

Sweet Redeem Survey: El Al to Tel Aviv With Qantas / Amex

U.S. Departure Cities	Depart			Return		
	4 to 8 Days Per Month	9 to 12 Days Per Month	13+ Days Per Month	4 to 8 Days Per Month	9 to 12 Days Per Month	13+ Days Per Month
Los Angeles	Aug., Sept., Nov., Dec., Jan. through March, April, June	July, Aug., March, May	July	Aug., Sept., Dec., Jan., Feb., March, April, June	Aug., Sept., April	May

U.S. Departure Cities	Depart			Return		
	4 to 8 Days Per Month	9 to 12 Days Per Month	13+ Days Per Month	4 to 8 Days Per Month	9 to 12 Days Per Month	13+ Days Per Month
Boston	July, Aug., Sept., Nov., Dec., Jan. through March, May, June	July, Aug., Sept., Dec.		July, Aug., Sept., Oct., Dec. through Feb., May, June	Dec.	
New York	Aug., Sept., Jan., Feb., March through May	July, Jan., March, April, June	May	July, Aug., Oct., Dec., Jan.	Aug., Jan., Feb., March, May	March, April, June
Newark	July, Jan. through May	Jan., Feb., March, May, June		Aug., Oct., Dec. through April, June	Dec., Feb. through April, May	March through May

Months in black at least one seat available; in [blue](#) at least two seats; in [green](#) at least four seats.



From Russia (and FCF) with Love: Moscow & St. Petersburg

July 2019

The latest in our low-fare world discovery tour are Russia's two largest cities, Moscow and St. Petersburg. Both sit on the banks of major rivers, both have been Russia's capital city at one point and both currently offer **fantastic low-fare premium cabin opportunities.**

As we've mentioned before in our reports about [previous low-fare destinations](#), there's no discernible reason why certain cities fly onto the low-fare radar, but as sure as Vladimir Putin loves riding a horse with his shirt off, we'll find them for you.

THE MOSCOW DEAL

Fares to Moscow from the U.S. West Coast, [Los Angeles](#) and [San Francisco](#), start at just \$2,393 on Finnair; from Chicago at \$2,293 on Finnair; and from the East Coast at [\\$1,717 from Miami](#), [\\$1,735 from New York](#), \$1,844 from Washington, DC—on SkyTeam, Air France and KLM for example.

That's 22 to 26 hours of flying—just \$78 to \$92 per flight hour—for perspective.

With Finnair you can even make a free stop in Helsinki for a few days before traveling onward or back home. That's two destinations for the price of one.



THE ST. PETERSBURG DEAL

Fares to St. Petersburg from [Los Angeles](#) and [San Francisco](#) start at \$2,398 on Finnair; from [Chicago at \\$2,298](#) on Finnair; and from the East Coast, [New York, at \\$2,142](#)—on LOT Polish.

More Sample Business Class Fares to Russia

Fare	Origin	Destinations
\$1,713	Miami	Moscow
\$1,736	New York	Moscow

Fare	Origin	Destinations
\$1,845	Washington, DC	Moscow
\$2,142	New York	St. Petersburg
\$2,293	Chicago	Moscow
\$2,298	Chicago	St. Petersburg
\$2,393	San Francisco	Moscow
\$2,393	Los Angeles	Moscow
\$2,398	San Francisco	St. Petersburg
\$2,398	Los Angeles	St. Petersburg


THINGS TO CHECK OUTSKI IN MOSCOW

- What will you spy at the Kremlin?
- Visit the iconic Red Square and Lenin's tomb
- See the ornate St. Basil's Cathedral, built, ironically, by Ivan the Terrible
- See a ballet performance at the famed Bolshoi Theatre
- Get your bearings with a cruise on the Moskva River

St. Petersburg is calmer than its southeastern comrade. Once known as Leningrad, and still often referred to as "the Venice of the North," it's set on the Baltic Sea and features more than 340 canals and bridges. Skyscraper free, St. Petersburg is a walk back through 300 years of history with its Classical and Baroque architecture.

THINGS TO CHECK OUTSKI IN ST. PETERSBURG

- Visit the 18th-century Hermitage, the former Winter Palace of the Russian emperors, and the second largest art museum in the world—second only, we may add, to the Louvre in Paris
- Wonder at the Mariinsky Theatre, the preeminent music theatre of late 19th-century Russia
- Explore its intricate system of rivers and canals
- Check out Peterhof Palace, Peter the Great's answer to Versailles
- Wander the stately parks and palaces at Pushkin, a former imperial residence and UNESCO World Heritage Site



Hula Whoop—Premium Economy to Hawaii on American for Almost the Same Cost as Economy

July 2019

We've been focusing recently on ways to upgrade from economy for free or just a little more. It's amazing what you can find when you PERSist, as we do.

[Last month](#) we looked at upgrading from Premium Economy to Business Class to Europe for LESS than the cost of the Premium Economy ticket. This month, it's to sunnier climes with palm trees and sandy beaches. We're looking at you, Hawaii.

PE ON AA IS OK DOMESTICALLY

Currently, the only U.S. airline with a true Premium Economy product on domestic routes is American Airlines, and even then they only offer PE on a few routes.

Let’s look at an example. Dallas-Honolulu non-stop on American takes almost 16 hours round-trip. American’s Premium Economy fare is \$1,117 round-trip.

That’s only \$240 more to fly PE than coach, or \$120 each way. It works out to only about \$15 per flight-hour to upgrade.



BUT: ADD IN THE ADD-ONS

But consider this: After you figure in all the unbundled fees economy class travel can involve—checked bags and Main Cabin Extra Seat—economy can actually end up costing you *more* than Premium Economy (see the chart below).

Sample Upgrade Cost Comparison on American, Dallas-Honolulu Non-Stop Round-Trip

	Premium Economy	Economy (Main Cabin)
Published Fare	\$1,117	\$877
Flight Time	About 16 hours R/T	
Fare Difference	\$240	
One Checked Bag R/T	\$0	\$60
Main Cabin Extra Seat (up to 6-inches more legroom)	\$0	\$262

	Premium Economy	Economy (Main Cabin)
Total Cost R/T	\$1,117	\$1,199
Fare Difference	\$82 more for economy	

Keep in Mind

- Premium Economy is somewhat similar to domestic First Class in terms of actual seat comfort.
- Any connecting flights are booked in economy.
- Don't forget to weigh in the value of miles earned, especially if you're an elite, which results in even more savings, and also more EQDs earned. Passengers booking PE will also receive 1.5 elite qualifying miles per mile flown.
- Routes/cost: Dallas-Honolulu starts at \$1,117 round-trip, Maui at \$1,238, and Kona (non-stop summer months, ends in mid-August, and starts again in mid-December to end of March 2020) at \$1,118.
- For flights to/from Hawaii, Executive Platinum and Platinum Pro members receive complimentary upgrades if seats are available.

PE Perks

- American's PE seat offers 19-inch width, 38-inch pitch, 6-inch recline, 15.6-inch touch-screen monitor, and foot, leg and headrests.
- You get priority privileges including speed-through check-in, security and boarding. Read more about AA's PE [here](#).



Like Free Award Tickets, American Mileage Upgrades Are Drying Up, So Time to Get Them While the Getting is Still Good

July 2019

We've been [telling you for awhile now that American Airlines](#) (for the most part) doesn't offer much space for free premium award travel to Europe with miles, and that you need a Plan B (namely, grabbing Business Class mileage upgrades)...

But the data is now telling us that the ample American mileage upgrades we used to see so often in the past few years are fewer and farther between. But the good news is, there's still *some* upgrade options, even if they seem to be dwindling.

Here's how it works...

Are you a collector of American Airlines miles? Do you have an American Airlines credit card?

Have you tried to find a free Business Class mileage award ticket to Europe recently? How successful were you?

RIGHT, FREE MILEAGE AWARD SEATS ARE DIFFICULT TO FIND!

The myth is that the odds of getting a free Business Class award ticket are the same as, or better than, an upgrade award on American—wrong. On most routes, American releases more Business Class upgrade awards, but these mileage upgrades also seem to be dwindling, so we're going to help you find the best routes to grab Business Class upgrades where you still can with those hard-earned AA miles and get the biggest bang for your buck.

In this exclusive report, we're ignoring the hunt for free mileage awards because, really, they don't earn elite credit and **are difficult to find**. Instead, using miles to upgrade (even though your options will be more limited than recent years), if you're a flexible, smart traveler think about using miles to upgrade instead given you'll earn miles and elite credit

But first of all, a serious word of warning: stop earning more American miles and switch to multi-currency credit cards instead to avail yourself of many more upgrade options. Our favorites right now are cards that earn Amex points—which are most of them. For more on Amex Rewards go [here](#), [here](#) and [here](#).

Now then, on to learn about how to score American mileage upgrades to Europe with the miles you already have.

THE HIDDEN POWER OF AMERICAN UPGRADES TO EUROPE

Here's the secret: Most people don't understand how upgrades work with American. So that's exactly what we will uncover in this report, which includes both information on the upgrade system and an FCF **special survey on what routes currently have upgrades available**. Let's start by fishing for Business Class savings.

Here are a few examples on how to make this European upgrade work.

Example #1

NEW YORK TO LONDON: SAVE 59% ON BUSINESS CLASS

Say you're traveling New York-London in mid-January. You can easily pay \$511 for a non-stop on American in economy, while Business Class is often \$2,919 (\$2,408 more). So even with the \$700 co-pay (to Europe,

AA requires 25,000 miles plus a \$350 co-pay each way to upgrade from the lowest upgradeable economy fares), you can **save 59%** (\$1,708) off the published fare by using miles. See chart below for upgrade award availability survey.

EXAMPLE #2

DALLAS TO PARIS: SAVE 66% ON SHORT NOTICE

Book a Dallas-Paris trip in August and you're looking at a Business Class fare of \$5,170—while the upgradeable coach fare is \$1,070. Upgrade on routes with good availability and you can easily save \$3,400, or **66%**, by using your miles.

The Picture: Number of Days with Business Class Upgrade Awards vs. Free Awards for Four Passengers

Route	Month of Travel	Upgrade Awards	Free Awards
New York - London	Aug.	12	0
Dallas - Frankfurt	Jan.	10	0
New York - Paris	Feb.	7	0
Manchester - Philadelphia	Jan.	13	2
Paris - Miami	Feb.	7	0
Paris - New York	Dec.	13	0
Madrid - New York	Sept.	11	0
London - Philadelphia	Dec.	6	2
Paris - Dallas	Aug.	13	0

BRIDGE ROUTE CONNECTIONS CAN SAVE UP TO 52%

One of our favorite strategies teaches smart travelers how use the long-haul Business Class flight as a “bridge.” What this means is that all they have to do is get to and from the “bridge” gateway.

From the U.S., that means you might even buy an **economy “through-fare” ticket** whereby the fare gets you to and from the international gateway all on one ticket—not two separate tickets (**you often have to purchase two separate tickets with free awards that don't have availability on the connecting flights**). You just look first to upgrade the long international legs of the trip, which are the ones that count the most anyway. If upgrade space is there for the short-haul connecting flights, that's just icing on the cake.

For example, say you are traveling from Memphis to Paris in January. The through-fare economy ticket gets you to and from Paris with a connection in Miami from Memphis—as AA does not fly nonstop from Memphis to Paris—for \$1,127 instead of \$3,803 for a Business Class ticket. Even with the \$700 co-pay, you can **save 52%** (\$1,976) off the published fare by using miles.

Know American’s Partners

TRAVELING ONWARD IN EUROPE

Long story short: It’s easy if you stick with AA’s partners—British Airways, Finnair, and Iberia—and book the entire trip on one ticket.

For example, say you are traveling from New York to Oslo in January. Again, AA does not have nonstop service from NYC to Oslo, that means making a connection in London. The through-fare is \$580 round-trip versus \$3,144 in Business Class. You upgrade the bridge leg of the trip (New York-London-New York). Even with the \$700 co-pay, you can **save 59%** (\$1,864) off the published fare by using miles and end up only paying \$1280 (\$580 original round-trip price + the \$700 co-pay to upgrade with miles). Note that the London-Oslo leg will be on British Airways and will be in economy.

HOW ANYONE CAN PLAY THIS UPGRADE GAME

Don’t have any or enough American miles? No problem. Just buy American miles when they go on sale (recent opportunity [here](#)) or transfer Marriott points and you too can save up to 66%.

Sweet Redeems Survey: American Business Class Upgrades to Europe

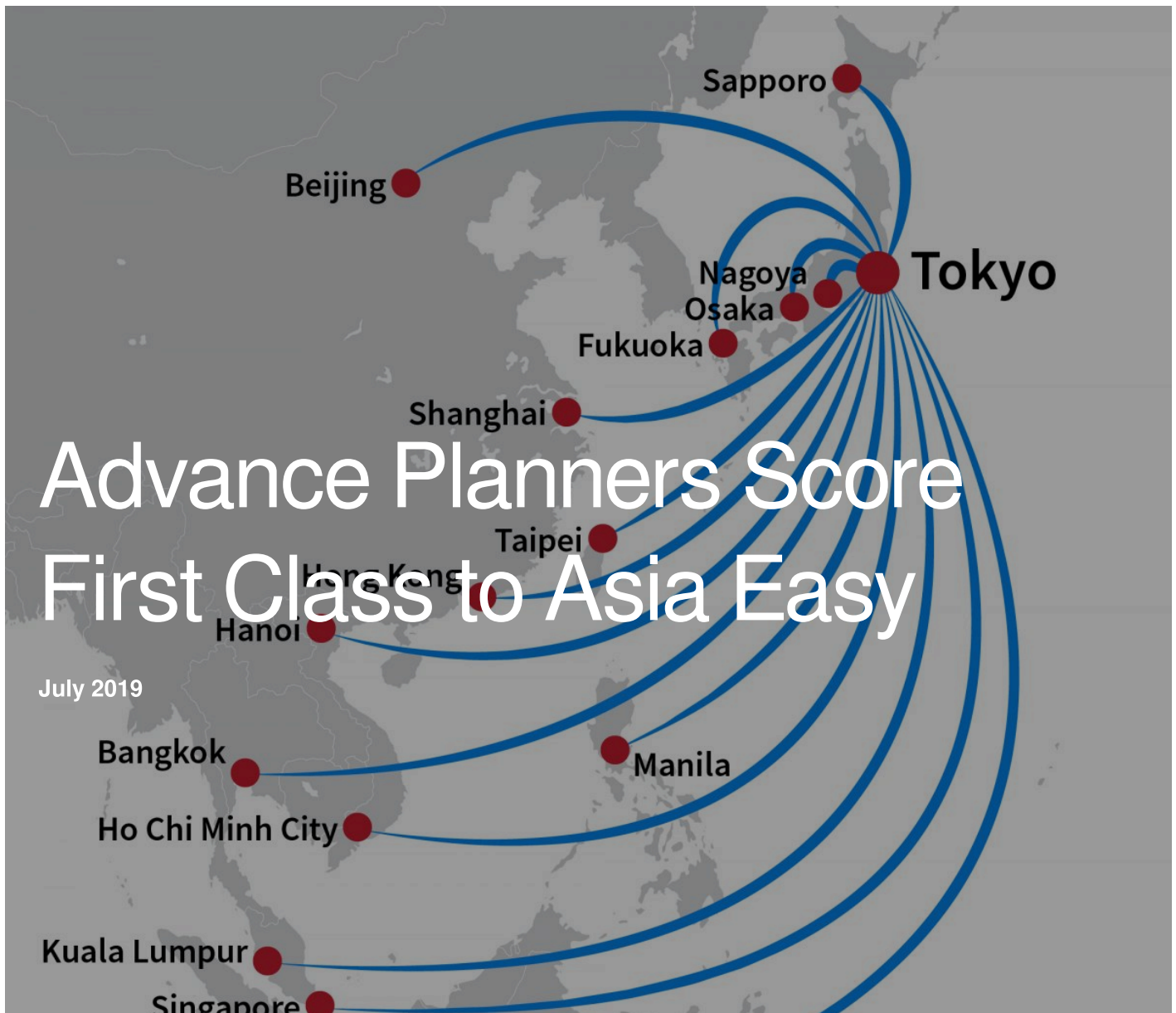
Routes	Depart			Return		
	4 to 8 Days Per Month	9 to 12 Days Per Month	13+ Days Per Month	4 to 8 Days Per Month	9 to 12 Days Per Month	13+ Days Per Month
Chicago - London	Feb., July			Jan., Feb., Aug., Sept., Dec.		Aug.
Chicago - Paris	July					
Charlotte - Frankfurt				Feb.		
Charlotte - London				Aug., Sept., Dec.		

Routes	Depart			Return		
	4 to 8 Days Per Month	9 to 12 Days Per Month	13+ Days Per Month	4 to 8 Days Per Month	9 to 12 Days Per Month	13+ Days Per Month
Charlotte - Munich	Jan., Feb.			Jan., Nov.		Feb.
Dallas - Dublin	July					
Dallas - Frankfurt	Feb., July, Nov.	Jan.		Jan., Feb., Aug., Nov., Dec.		
Dallas - Madrid	Aug.	July		Aug.		
Dallas - Paris	Aug.	July		Jan.		Aug.
Los Angeles - London	Dec.			Feb., Dec.		
Miami - Barcelona				Jan., Feb.		
Miami - Paris	Jan.			Feb., Aug., Sept.	Jan.	
New York - Barcelona				Jan., Feb., Dec.		
New York - London	Feb., Dec.	Aug.	Jan., Feb., July	Oct.		Jan., Feb., Aug., Sept., Nov., Dec.
New York - Madrid				Aug., Oct., Nov.	Sept., Dec.	Jan., Feb.
New York - Milan				Jan., Feb., Nov., Dec.		
New York - Paris	Jan., Feb.			Jan., Feb., Sept.	Nov.	Dec.
Philadelphia - Barcelona	July					
Philadelphia - Bologna	July, Aug.			Aug.		
Philadelphia - Budapest	July					
Philadelphia - Dublin				Jan., Feb., Sept.		
Philadelphia - Edinburgh	Oct.			Oct.		

Routes	Depart			Return		
	4 to 8 Days Per Month	9 to 12 Days Per Month	13+ Days Per Month	4 to 8 Days Per Month	9 to 12 Days Per Month	13+ Days Per Month
Philadelphia - London	July, Aug.			Aug., Dec.		
Philadelphia - Madrid				Jan., Aug., Dec.		
Philadelphia - Manchester	July, Aug., Sept., Oct., Nov., Dec.			July, Aug., Feb.	Sept., Oct.	Jan., Nov., Dec.
Philadelphia - Paris	Feb.	Jan.		Jan., Feb.		
Philadelphia - Prague				Aug.		
Philadelphia - Zürich				Feb., Aug.	Jan., Nov., Dec.	
Phoenix - London				Jan., Feb.		
Raleigh - London	July, Dec.			Jan., Dec.		

Months in black at least one seat available; in [blue](#) at least two seats; in [green](#) at least four seats.

So, don't sit around fretting about how to use your piles of AA miles. Follow our exclusive insights and fly your way to Europe in comfort.



We've recently been looking at airlines that offer good First Class availability if you plan ahead. Not many airlines do these days, but Japan Airlines bucked that trend on no less than four routes.

We been following First Class availability on JAL and have thought that opportunity here might be a short-lived anomaly, but happily, it seems to be powering on. Right now, the month to book is **June** of next year for good First Class award availability for up to two passengers to Tokyo from Los Angeles, San Francisco, Chicago and New York.

TOKYO: GATEWAY TO ASIA. FIRST CLASS: GATEWAY TO PEACE.

The world's most populous metropolis, Tokyo is a superb city to experience, a dizzying whirl of futuristic architecture, traditional culture, standout museums, and best-in-class restaurants, all tangled together like a tasty bowl of udon noodles.

Tokyo also makes a great starting point, both to the rest of [Japan and Asia beyond](#). And flying First Class, well, it could help start and end an unforgettable vacation.



Compare Japan Airlines First Class Booking Options

	Japan Airlines	Cathay Pacific	British Airways
Stopover in Tokyo allowed on award ticket at same cost	Yes	No	No
Cost Los Angeles to Tokyo/Japan	140,000	240,000	206,000
Cost New York to Tokyo/Japan			288,500
Cost to book beyond Tokyo/Japan	Cost varies: second add on ticket, 60,000 to 100,000 miles	Varies: 220,000-345,000 award miles (oneworld) based on 10,000 to 50,000 flight miles R/T	Varies a lot by route: sample, 330,000 miles from LAX to Singapore, and 412,00 miles from NYC
Cost to book U.S. connecting cities	Cost varies: flight distance oneworld chart (160,000 to 330,000 R/T; 10,000 to 50,000 flight miles R/T)		
Partner award availability	Does not apply as flights are operated by JAL	If JAL has a First Class award seat available, then you have a good chance of using use partner miles	
Award taxes (based on LAX departure)	\$270	\$103	\$276
Transfer partners	Marriott	Amex, Marriott, Citi	Amex, Marriott, Citi, Chase



Perhaps you've only just now felt the heat and woken up to the fact that summer has started.

As a result, many of you have procrastinated on pulling the trigger for a well-deserved European summer vacation.

But wouldn't you be eager to pull that trigger if the price was right? Thought so. That's why we're here to help with a special set of research.

Here's a quick fare survey from some of the top U.S. cities to the lowest-fare European cities—for travel in August and September.

Some of these fares are so good (see chart below), it's hard not to pull the trigger now if Europe is on your list for potential travel this summer. Happy hunting.



U.S. Departure Cities	Grade	Range	Sample Routes
Los Angeles	Amazing	Under \$2,500	Moscow
	Very Good	\$2,501 to \$2,900	Madrid
	Decent	\$2,901 to \$3,000	Athens, Barcelona, Copenhagen, Dublin, Stockholm and more
	Normal / Everyday	\$3,001 to \$3,500	Brussels, Frankfurt, London, Zurich and more
San Francisco	Amazing	Under \$2,500	Helsinki
	Very Good	\$2,501 to \$2,900	Barcelona, Madrid, Munich
	Decent	\$2,901 to \$3,000	Athens, Copenhagen, Manchester, Stockholm and more
	Normal / Everyday	\$3,001 to \$3,500	Amsterdam, Brussels, Geneva, London and more
Chicago	Amazing	Under \$2,300	St. Petersburg, Moscow
	Very Good	\$2,301 to \$2,600	Helsinki, Rome, Sofia
	Decent	\$2,601 to \$2,900	Athens, Barcelona, Brussels, Madrid, Paris
	Normal / Everyday	\$2,901 to \$3,000	Budapest, Dublin, Lisbon, Prague, Oslo, Stockholm

U.S. Departure Cities	Grade	Range	Sample Routes
Dallas	Amazing	Under \$2,300	Bologna
	Very Good	\$2,301 to \$2,500	Madrid, Barcelona
	Decent	\$2,501 to \$2,900	Amsterdam, Madrid, Dublin
	Normal / Everyday	\$2,901 to \$3,300	Helsinki, London, Rome, Copenhagen and more
Houston	Amazing	Under \$2,500	Helsinki, Valencia
	Very Good	\$2,501 to \$2,800	Amsterdam
	Decent	\$2,801 to \$3,000	Barcelona, Copenhagen, Lisbon, Shannon, Athens
	Normal / Everyday	\$3,001 to \$3,300	Brussels, Munich, Rome, Zurich and more
Miami	Amazing	Under \$1,800	Moscow
	Very Good	\$1,801 to \$2,200	Bologna
	Decent	\$2,201 to \$2,900	Madrid, Barcelona, Dublin, London, Rome, Paris, Venice
	Normal / Everyday	\$2,901 to \$3,200	Amsterdam, Athens, Milan, Zurich and more
Boston	Amazing	Under \$2,250	Bologna, Dublin
	Very Good	\$2,251 to \$2,400	Manchester
	Decent	\$2,401 to \$2,700	Amsterdam, Belgrade, Istanbul, Paris, Lisbon, Shannon
	Normal / Everyday	\$2,701 to \$3,300	Copenhagen, London, Rome, Zurich and more
New York	Amazing	Under \$1,800	Moscow
	Very Good	\$1,801 to \$2,000	Barcelona, Madrid, Dublin

U.S. Departure Cities	Grade	Range	Sample Routes
	Decent	\$2,001 to \$2,200	Lisbon, Berlin, Brussels
	Normal / Everyday	\$2,201 TO \$2,500	Amsterdam, Frankfurt, Copenhagen, Zurich and more
Washington, DC	Amazing	Under \$1,900	Moscow
	Very Good	\$1,901 to \$2,300	Bologna
	Decent	\$2,301 to \$2,900	St. Petersburg
	Normal / Everyday	\$2,901 to \$3,300	Athens, Copenhagen, Dublin, London and more