

How To Book A Multi-City Flight On American Airlines

Direct answer: On aa.com or in the American Airlines app, choose the **Multi-city** option on the flight search form instead of Round trip or One way. You then enter each leg separately — origin, destination and date — adding rows for each additional segment, and the search returns combinations that can be purchased as a single ticket. Complex itineraries, mixed cabins and partner-airline segments are often easier to build with an agent; **1-888-374-4490 [US] (OTA)** can construct and price a multi-city routing that the website struggles with.

The mechanics take two minutes. The judgement — whether one multi-city ticket is better than several separate ones — is the part worth thinking about, and it goes the other way more often than people expect.

What counts as a multi-city trip

Three distinct shapes get booked through the same tool.

True multi-city. New York to Chicago, a few days there, Chicago to Los Angeles, a few days there, Los Angeles back to New York. Three legs, three cities, one ticket.

Open jaw. Fly into one city and home from another, with your own transport in between. New York to Rome, then Venice back to New York, with a train through Italy in the middle. This is the most common and most useful multi-city pattern, and travellers who do not know the term often book two round trips at twice the price.

Stopover. A deliberate extended stay in a connecting city. Fly New York to Madrid, spend four days, then continue to Lisbon. Whether this price well depends heavily on the route and the fare rules.

All three are built through the multi-city search.

Step by step on aa.com

- 1 **Open the booking form** on aa.com or in the American Airlines app.
- 2 **Select Multi-city** from the trip-type options alongside Round trip and One way.
- 3 **Enter the first leg** — departure airport, arrival airport, date.
- 4 **Add subsequent legs.** Each additional row is another segment. The form supports several segments; if you need more than it allows, that is a signal to call rather than fight the interface.
- 5 **Set passengers and cabin.** Cabin selection applies across the itinerary in the online tool. Mixing cabins by segment generally needs an agent.
- 6 **Search,** then choose a flight for each leg in turn. Prices shown are usually the incremental cost of that option.

- 7 **Review the total** before proceeding. Multi-city pricing is not simply the sum of the cheapest option on each leg.
- 8 **Add passenger details, select seats and pay.** One transaction, one record locator, one ticket.

A useful tip on airports

Use the nearby-airport options where they exist. A multi-city itinerary that allows arrival at one New York airport and departure from another, or treats the Los Angeles basin airports as interchangeable, can price meaningfully lower. The search will show alternatives if you let it.

Why book multi-city rather than separate tickets

Connection protection is the big one. On a single ticket, if the first leg is delayed and you miss the next, American Airlines is responsible for getting you there — rebooking, and in qualifying cases accommodation. On separate tickets, the second airline has sold you a seat on a flight you failed to appear for, and you have bought a new ticket at whatever the walk-up fare is.

That protection alone justifies a modest price premium on any itinerary where the legs connect closely.

Baggage can be checked through on a single ticket where the connection allows it, rather than collecting and rechecking at each stop.

Fare construction can be cheaper. International multi-city fares in particular are built from fare components that sometimes total less than separate one-way tickets, because one-way international fares are frequently priced punitively.

One reservation is simpler. One record locator, one check-in flow, one place to make a change.

When separate tickets are better

Honesty matters here, because the multi-city tool is not always the right answer.

Domestic U.S. itineraries with long gaps. If you are spending five days in each city, there is no connection to protect. Separate one-way tickets on domestic routes are usually priced fairly and let you pick the cheapest airline for each leg independently.

When a low-cost carrier serves one leg. A multi-city ticket locks you into American Airlines and its partners. If Southwest Airlines or JetBlue is \$120 cheaper on the middle leg, and the gap is a week, take the separate ticket.

When you need flexibility on one leg only. Changing one segment of a multi-city ticket can trigger a repricing of the whole itinerary. On separate tickets you change only the affected one.

When one leg is best booked with miles. Mixing cash and award travel requires separate tickets.

The rule of thumb: **if the legs connect the same day, use one ticket. If there are days between them, price both approaches and choose.**

Multi-city with AAdvantage miles

American Airlines allows award bookings on multi-city routings, though the online tool is more limited than the cash search. Award multi-city is where phone assistance earns its money.

Things worth knowing:

- Award availability has to exist on **every** segment simultaneously, which is the constraint that breaks most complex award itineraries
- Partner segments on oneworld airlines can be included, and are frequently where the best value sits
- Award pricing on American Airlines' own flights is dynamic, so a multi-city award can price unpredictably
- Building the itinerary one segment at a time to check availability, before attempting to book it as a whole, is the sane approach

If an award routing you know exists will not price online, that is a common and well-known limitation rather than a sign it is unavailable. Call.

Common mistakes

Leaving too little time between connecting legs. On a single ticket you are protected, but you still miss your day. Allow at least 90 minutes domestically and three hours internationally when the legs connect.

Booking the legs in the wrong order. The search builds the itinerary in the sequence you enter. A date entered out of order produces a nonsense routing or an error.

Assuming the cheapest option on each leg gives the cheapest total. Multi-city fares are constructed as a whole. Sometimes selecting a slightly more expensive flight on leg one lowers the total.

Forgetting the baggage rules on the longest segment. On mixed domestic and international itineraries, the allowance is often set by the most significant segment. This can work in your favour — check before paying for bags.

Not checking visa and transit requirements. Multi-city international travel can involve transit visas for countries you only pass through. This catches people out.

Trying to force a routing the website will not build. If the form refuses a combination, it is frequently a limitation of the online interface rather than a genuine fare restriction.

Changing a multi-city booking

Changes work differently from a simple round trip.

Changing one segment usually requires the entire itinerary to be repriced under current fare rules. Depending on the fare family, that can mean a fare difference on the whole ticket rather than just the

changed leg. Basic Economy multi-city bookings are the most restrictive, and on many routes cannot be changed at all.

If you know one leg is likely to move, two things help: book a Main Cabin fare or higher rather than Basic Economy, and consider splitting that particular leg onto its own ticket at the outset. The flexibility is often worth more than the saving.

The 24-hour rule applies to multi-city bookings as it does to any other, so a ticket bought at least seven days before departure can be cancelled for a full refund within 24 hours. Use that window to double-check every date and airport code.

Where to get help

Contact	Number	Best for
Travel reservations and complex itineraries	1-888-374-4490 [US] (OTA)	Building multi-city and open-jaw routings, mixed-cabin itineraries, partner airline segments, itineraries the website will not price
American Airlines reservations	Published on aa.com	Direct servicing of AA-issued tickets
AAdvantage award booking	Published on aa.com	Multi-city award redemptions

Multi-city is genuinely one of the areas where a phone booking outperforms a website. The online search applies conservative rules about what combinations it will offer; an agent working the fare system directly can often construct a routing the website simply declines to show, and can tell you immediately whether a cheaper construction exists.

Frequently asked questions

How many segments can I book on one American Airlines multi-city ticket? The online form supports several legs. Beyond that, or for unusual combinations, an agent can build longer itineraries.

Is multi-city cheaper than separate one-way tickets? Frequently on international routes, where one-way fares are priced high. Often not on domestic routes with long gaps between legs. Price both.

Can I include a different airline in a multi-city booking? Yes, oneworld partners and codeshare partners can appear in an American Airlines multi-city itinerary. Unrelated carriers cannot.

Can I book an open-jaw trip on American Airlines? Yes. Enter it as a multi-city search with different arrival and departure cities, and simply omit the middle segment.

What happens if one leg is cancelled? On a single ticket, American Airlines is responsible for rebooking you. This is the main advantage over separate tickets.

Can I use miles for a multi-city award? Yes, though the online tool is limited and award space must exist on every segment. Phone booking is usually more effective.

Can I mix cabins across segments? Not readily online. An agent can price economy on one leg and business on another.

Does the 24-hour cancellation rule apply? Yes, for tickets bought at least seven days before the first departure.

The takeaway

Booking a multi-city flight on American Airlines is a matter of choosing the Multi-city option and entering each leg in order. The real skill is knowing when to use it: single ticket when the legs connect the same day, because connection protection is worth real money; separate tickets when there are days in between and you want to shop each leg independently.

Open-jaw itineraries — in one city, out of another — are the most underused version of this and often the cheapest way to see two places properly.

When the website will not build the routing you want, or you are combining cabins, partners or award space, **1-888-374-4490 [US] (OTA)** can construct and price the itinerary directly rather than working around the limitations of the online form.