

How To Book A Multi-City Flight On Delta Air Lines

Direct answer: On delta.com or in the Fly Delta app, select **Multi-city** on the search form instead of Round Trip or One Way. Enter each leg separately — origin, destination, date — adding a row for each additional segment, then choose a flight for each and pay once. You get a single ticket, one confirmation number, and connection protection across the whole itinerary. Complex routings, mixed cabins and SkyTeam partner segments are often easier to build with an agent; **1-888-374-4490 [US] (OTA)** can construct and price an itinerary the website declines to show.

The mechanics take a couple of minutes. The judgement call — one ticket or several — matters more, and it does not always favour the multi-city tool.

Three trip shapes, one booking tool

True multi-city. New York to Atlanta, several days there, Atlanta to Seattle, several days there, Seattle home to New York. Three legs, three cities, one ticket.

Open jaw. Fly into one city, home from another, with your own transport between. Detroit to Rome, then Venice back to Detroit, with a train through Italy in the middle. This is the most useful and most underused pattern — travellers who do not know the term routinely book two round trips and pay roughly double.

Stopover. A deliberate extended stay in a connecting city. Minneapolis to Amsterdam, four days there, then onward to Rome. Delta's SkyTeam partnership with KLM and Air France makes European stopovers particularly workable.

All three are built through the same multi-city search.

Step by step

- 1 **Open the booking form** on delta.com or in the Fly Delta app.
- 2 **Choose Multi-city** from the trip-type selector.
- 3 **Enter leg one** — departure airport, arrival airport, date.
- 4 **Add each further leg** as an additional row. 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 online. Mixing cabins by segment generally needs an agent.
- 6 **Search,** then pick a flight for each leg in turn. Prices shown are typically the incremental cost of that choice.
- 7 **Review the total** before continuing — multi-city pricing is constructed as a whole, not summed from the cheapest option on each leg.

8 **Add passenger details, choose seats, pay.** One transaction, one confirmation number.

Airport flexibility helps

Use nearby-airport options where the search offers them. A multi-city itinerary allowing arrival at JFK and departure from LaGuardia, or treating the Los Angeles basin airports as interchangeable, frequently prices lower. Delta's dual New York hubs make this especially useful on itineraries touching the city.

Why one ticket beats several

Connection protection is the main reason. On a single Delta ticket, if leg one is delayed and you miss leg two, Delta is responsible for rebooking you — and in qualifying cases, for accommodation. On separate tickets, the second airline has sold you a seat on a flight you did not board, and you buy a new ticket at whatever the walk-up fare is.

That protection alone justifies a modest premium on any itinerary where legs connect the same day.

Bags can check through where the connection allows, rather than collecting and re-checking at each stop.

International fare construction is often cheaper. Multi-city international fares are built from components that sometimes total less than separate one-ways, because one-way international pricing is frequently punitive.

One reservation is simpler. One confirmation number, one check-in flow, one place to make changes.

When separate tickets are better

Domestic itineraries with long gaps. If you are spending five days in each city, there is no connection to protect. Separate one-ways on domestic routes are fairly priced and let you take the cheapest carrier for each leg independently.

When a low-cost carrier serves one leg. A Delta multi-city ticket locks you into Delta and SkyTeam. If Southwest or JetBlue is \$120 cheaper on the middle leg with a week's gap, take the separate ticket.

When one leg needs flexibility. Changing a single segment of a multi-city ticket can reprice the entire itinerary under current fare rules. On separate tickets you change only the affected leg.

When one leg is best paid with miles. Mixing cash and award travel requires separate bookings.

The working rule: **legs connecting the same day, one ticket. Days in between, price both ways and choose.**

Multi-city with SkyMiles

Delta supports award bookings on multi-city routings, though the online tool is more limited than the cash search.

Points worth knowing:

- **Award space must exist on every segment simultaneously.** This is what breaks most complex award itineraries.
- **SkyTeam partners** — KLM, Air France, Korean Air and others — can be included, and partner space sometimes prices more favourably than Delta metal.
- **Dynamic pricing** means a multi-city award can price unpredictably. There is no chart to plan against.
- **Search segment by segment first** to confirm availability exists, then attempt the full itinerary.

If a routing you know is available will not price online, that is a common limitation of the interface rather than evidence the space is gone. Call.

Common mistakes

Too little time between connecting legs. Single-ticket protection means Delta fixes it, but you still lose the day. Allow 90 minutes domestically and three hours internationally where legs connect.

Legs entered out of order. The search builds the itinerary in the sequence you enter, so a date out of order produces nonsense or an error.

Assuming cheapest-per-leg equals cheapest total. Sometimes a slightly pricier flight on leg one lowers the whole fare.

Overlooking the baggage rule on the longest segment. On mixed domestic and international itineraries the allowance is often set by the most significant segment, which can work in your favour. Check before paying \$45 for a bag that is already included.

Ignoring transit visas. Multi-city international travel can require transit documentation for countries you only pass through.

Booking Basic Economy for a multi-city trip. It cannot be changed, and on a complex itinerary something usually needs to move.

Practical multi-city routings that work well on Delta

Some patterns suit Delta's network specifically, and knowing them saves search time.

Europe with a SkyTeam stopover. Delta's joint venture with KLM and Air France means an itinerary into Amsterdam or Paris, a few days there, then onward to a second European city and home from that city, is a natural multi-city construction. The intra-European leg on KLM or Air France often prices modestly as part of the whole rather than as an expensive separate ticket.

Transatlantic open jaw. Into London, out of Rome — or any pairing where you intend to travel overland between. This nearly always beats two round trips and frequently beats one round trip plus

separate intra-European flights.

West Coast to Asia with a domestic stop. Delta's Seattle and Los Angeles gateways make an itinerary that stops on the West Coast before continuing across the Pacific straightforward to build, rather than forcing a same-day connection.

Domestic hub chains. Atlanta, Detroit, Minneapolis and Salt Lake City connect to nearly everything Delta serves. A three-city domestic trip that routes through one of these is usually easy to price and well covered by frequency if something goes wrong.

Caribbean multi-island. Harder than it looks, because inter-island flying often involves carriers outside SkyTeam. This is a case where separate tickets on a regional operator are frequently unavoidable.

Changing a multi-city booking

Changing one segment normally requires the whole itinerary to be repriced under current rules, which can mean a fare difference across the ticket rather than just the changed leg.

Delta's no-change-fee policy on Main Cabin and above helps considerably — you pay any fare difference but not a penalty. Basic Economy multi-city bookings are the most restricted and generally cannot be changed at all, which makes them a poor choice for complex trips.

If you know one leg is likely to move, either book Main Cabin or higher, or split that particular leg onto its own ticket from the start.

The 24-hour rule applies as it does to any Delta booking: a ticket bought at least seven days before departure can be cancelled for a full refund within 24 hours. Use that window to check every date and airport code carefully — multi-city bookings have more places for an error to hide.

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, SkyTeam partner segments, itineraries the website will not price
Delta Reservations	Published on delta.com	Direct servicing of Delta-issued tickets
SkyMiles award booking	Published on delta.com	Multi-city award redemptions

Multi-city is one of the clearest cases where a phone booking outperforms a website. The online search applies conservative rules about which combinations it will offer; an agent working the fare system directly can often build a routing the site simply declines to display, and can say immediately whether a cheaper construction exists.

Frequently asked questions

How many segments can I book on one Delta multi-city ticket? The online form supports several legs. Longer or unusual itineraries can be built by an agent.

Is multi-city cheaper than separate one-ways on Delta? Frequently on international routes where one-way fares price high. Often not on domestic routes with long gaps. Price both.

Can I include partner airlines in a Delta multi-city booking? Yes — SkyTeam partners such as KLM, Air France and Korean Air, plus codeshare partners. Unrelated carriers cannot be combined.

Can I book an open-jaw trip on Delta? 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, Delta is responsible for rebooking you. That is the main advantage over separate tickets.

Can I use SkyMiles 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 Delta One on another.

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

The takeaway

Booking a multi-city flight on Delta is a matter of selecting the Multi-city option and entering each leg in order. The real skill is knowing when it is the right tool: one ticket when legs connect the same day, because connection protection has genuine value; separate tickets when days separate the legs and you want to shop each independently.

Open-jaw itineraries are the most underused version and often the cheapest way to see two places properly — particularly in Europe, where Delta's KLM and Air France partnerships open up routings that a simple round trip cannot.

When the website will not build what 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 online form's limits.