

Resetting our international network for the remainder of 2020 through summer 2021

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Today we announced adjustments to our international schedule for winter 2020 through summer 2021 to match lower demand as a result of the coronavirus (COVID-19) outbreak. This updated schedule, along with the previously announced retirements of three widebody fleets, provides us with an opportunity to realign our international network for long-term profitability.

Because of these changes, we expect:

- Summer 2021 long-haul international capacity to be down 25% compared to 2019.
- To exit 15 international routes from CLT, DFW, LAX, MIA, ORD and PHL.
- To not launch four new routes from ORD and PHL that we had previously announced.
- To apply for government approval to shift LAX-Shanghai (PVG) flying to Seattle (SEA).
- To continue to leverage our strategic partnerships for future international growth.

“COVID-19 has forced us to reevaluate our network,” said Chief Revenue Officer Vasu Raja. “We’ll have a significantly smaller international network in the year ahead, but we are using this opportunity to hit reset and create a network using the strength of our strategic hubs that we can build and grow upon and be profitable on in this new environment. We’ll rely on our hubs’ greatest strengths — while further integrating into our partners’ hubs — to provide connectivity that’s been untapped in the past. Combined with the fleet retirements we’ve already announced, we’ll be well poised to emerge from this crisis with a stronger and more profitable network that provides ultimate connectivity for our customers.”

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Maximizing the strengths of our hubs

We’ll center American’s international network by capitalizing on our well-positioned hubs:

CLT CLT remains an important gateway to Europe. Later this year, we’ll restart service to London (LHR) and Munich (MUC). Service to Frankfurt (FRA) will restart summer 2021. CLT is also a key domestic hub for us and will continue to serve as a key connecting point along the East Coast.

DFW DFW is our largest hub and provides numerous connections, even amid the COVID-19 outbreak. DFW will become our primary trans-Pacific hub with service to Beijing (PEK), Hong Kong (HKG), Seoul (ICN), Shanghai (PVG) and Tokyo (HND and NRT).

LAX We’ll shift our focus at LAX to its strength as a domestic hub. We are exiting five underperforming routes from LAX to Asia and South America. We are also delaying the start

of our seasonal service to Auckland (AKL) until winter 2021 and pausing service to Sydney (SYD) until summer 2021.

MIA

Miami (MIA) will remain our gateway to Latin America and the Caribbean; however, we will exit Brasilia (BSB) and Cap-Haïtien (CAP). We will also exit the MIA-Milan (MXP) route. Some long-haul international service will be delayed, but we will maintain a large presence at MIA with domestic and short-haul international service.

NYC

Our New York hubs provide our customers with domestic and international choices. The reimagined Terminal B Arrivals and Departures Hall at LGA will greet our domestic customers when they're ready to travel. At JFK, service to Buenos Aires (EZE), Paris (CDG) and São Paulo (GRU) restarts winter 2020.

ORD

We'll continue serving Europe from ORD, and the majority of flights to LHR will return. Service to CDG and Dublin (DUB) will resume next summer. However, we will not launch Budapest (BUD), Krakow (KRK) and Prague (PRG) as previously announced.

PHL

Once government restrictions on trans-Atlantic flying subside, PHL will return as our East Coast gateway to Europe. We intend to introduce 787 service this fall with flights to Amsterdam (AMS), DUB, LHR, and MAD.

PHX

PHX continues to play an important role as a strong domestic hub with international reach. Customers and team members alike will appreciate the return of service to LHR in October 2020.

Strength at our partner hubs

Earlier this year, we launched our [West Coast International Alliance](#) with Alaska Airlines, an innovative partnership to expand our international reach and connectivity for customers. We will plan future growth with the strength of this relationship, which includes a large presence and strong feed in Seattle (SEA). As previously announced, we will launch service from SEA to Bangalore (BLR) and LHR next year. We will also seek government approval to move our LAX-PVG service to operate out of SEA, which will offer more customers direct access to Asia and utilize the strength of Alaska's presence in the Pacific Northwest.

We will also continue to fly to the hubs of our joint business partners, creating additional connectivity and growth opportunities. While some international markets will not return, we anticipate a full schedule of service to LHR by next year. We will continue to work closely with British Airways to provide an extensive network that allows customers to reach key destinations when they are ready. "For American, every new partnership means future growth for our airline. We're going to rely on our hubs' greatest strengths with our existing international network, and further integrate into our partners' hubs to provide connectivity that's been untapped in the past," Raja said. "We will be well poised to emerge from this crisis with a stronger and more profitable network that provides ultimate connectivity for our customers."

A full list of changes can be found [here](#). The international schedule updates will be reflected on [aa.com](#) Sunday, July 5.

Frequently Asked Questions

Q: This announcement focused mostly on Europe and Asia. What are we planning for our MCLA network?

A: MIA continues to remain our primary hub to connect customers to the Caribbean and Latin America.

We plan to keep our network to Latin America as large as possible given customer demand for those routes.

Q: If the EU continues to ban American travelers from non-essential travel to Europe, will we cut more of our European schedule?

A: We're always evaluating our network in relation to government restrictions on travel during the COVID-19 pandemic. We don't have any plans for further reductions this summer if the EU travel ban is extended.

Q: Why are we starting international flying at SEA?

A: With our expanded partnership with Alaska Airlines announced in February, we're building a West Coast gateway to Asia that makes sense for our customers. This partnership offers more connections for more customers than either airline could do alone.

Q: Do we plan to retire any additional widebody aircraft since we're reducing our international flights?

A: This plan aligns with our previously announced retirements of our Boeing 757, Boeing 767, and Airbus A330-300 fleets. We also previously announced that we will store the Airbus A330-200 fleet for the next two years. There are no additional fleet retirement announcements.