

M A V E R I C K A I

ASK CLAUDE TO UPGRADE YOUR FLIGHT TO FIRST CLASS

**TWO PROMPTS, ONE DASHBOARD, AND A BROWSER THAT
CHASES THE SEAT FOR YOU**

Most people are sitting on miles, points and card perks they have never pointed at one specific flight. This is the ten-minute version: Claude maps every upgrade currency you own, builds you a dashboard of your options, then opens a browser and goes after the seat.

The two prompts from the video, expanded so they actually work
The Upgrade Power Dashboard Claude builds for your exact flight
How to connect Chrome so Claude can log in and chase the seat
The smart bid number (and what to do when your airline has no bidding)
Miles, certificates, bank points, card perks and cash offers, ranked
Bonus prompts: the 24-hour sweep, the points math, a multi-flight tracker
Mistakes that cost people the seat, plus a one-page cheat sheet

2026 Edition

You Have More Upgrade Power Than You Think

I tried this on a flight I have next month and it worked. Not because I found a secret, but because I finally asked one question the airline app never asks: what do I actually own that could move me up on this specific flight?

For most people the answer is: more than they think, spread across four or five places. Miles in one account. Bank points that transfer to that airline. A card that bumps you up the list. A cash offer that appears at check-in. Maybe a bidding window they never opened. Nobody adds it up, so nobody uses it.

Claude adds it up. You give it the airline and the confirmation code, it interviews you about your cards and points, and it hands back a ranked list of every path to the front cabin. Then, with Chrome connected, it goes to the airline site and does the clicking.

WHAT AN UPGRADE CURRENCY IS

Anything that can be spent, applied or leaned on to move your seat forward. Airline miles. Upgrade certificates from elite status. Bank points that transfer into the airline's program. Card perks that raise your place on the upgrade list. The cash offer on your booking. A bid, if your airline runs upgrade auctions. Each one is a separate door, and Claude checks them all.

The seven doors, at a glance

Currency	What it does	Confirms early?
Airline miles	Buy the upgrade on your existing ticket, usually with a cash copay. Priced per flight on the big US airlines now, so the number lives on your booking.	Often, if upgrade space is loaded. Otherwise you waitlist.
Upgrade certificates	Elite-status vouchers (United PlusPoints, Delta Global and Regional Upgrade Certificates, American systemwide upgrades).	Yes when space exists; otherwise waitlist near the top.
Transferable bank points	Chase, Amex, Capital One, Citi and Bilt points move into airline programs, usually 1:1, often instantly.	Only by feeding the miles path above.
Card perks	Airline co-brand cards can raise your priority on the complimentary list and reimburse a cash upgrade through travel credits.	No. They improve odds, they do not lock a seat.
Cash offer	The airline's own buy-up price, shown on the booking, at check-in and at the gate. It moves.	Yes, instantly.
Upgrade bid	You name a price, the airline decides 24 to 72 hours out. Common outside the US, rare on US carriers.	Only when the bid is accepted.
Elite status list	Free space-available upgrades processed in tier order, mostly day of departure.	No. Pure waitlist.

TIP

The whole method rests on one idea: check every door for one flight, not one door for every flight. That is what turns a pile of points into an actual seat.

Prompt 1: Map Everything You Own

Open Claude and paste this in. It interviews you first, then maps everything and builds the dashboard. Fill in the four brackets, and answer the interview in one message with your receipt open: fare class letter, flight number, and the most cash you'd pay for a confirmed seat.

PROMPT 1: THE UPGRADE AUDIT

```
I'm flying [AIRLINE], confirmation code [CODE],
on [DATE] from [CITY] to [CITY]. I want to upgrade
this exact flight to first or business class. You
can't see my booking, so work from what I tell you.
Before you answer anything, interview me: ask
every question you need about my credit cards, the
miles and points I have (airline, bank, hotel), my
elite status, and what I paid for this ticket and
the fare class if I know it. Ask all your questions
at once in one batch, and only the ones that matter.
Once I've answered, map out every upgrade currency I
own that could touch this flight: airline miles,
upgrade certificates, transferable bank points, card
perks and credits, cash upgrade offers, and upgrade
bidding if my airline does it. Use web search for
the current rules of my airline's program, and say
clearly when a price is an estimate.
Then build me an interactive artifact called My
Upgrade Power Dashboard: one card per currency
showing what I have, what it would cost for this
flight, whether it can confirm now or only waitlist,
and a plain-English rating of how likely it is to
work. Rank the paths from best to worst and tell me
the single move you'd make first.
```

Why it's worded like that

You can't see my booking stops Claude talking as if it looked up your reservation. It can't. Everything comes from your answers, which is why the interview matters.

Use web search for the current rules does the heavy lifting. United scrapped its fixed upgrade chart in late 2025 and now prices miles upgrades per flight. Delta prices them off the cash offer. Without search, Claude will confidently quote a chart that no longer exists. And **build me an interactive artifact** is where this gets good: instead of a wall of text you get a little app you can click through. Next chapter.

Reading Your Upgrade Power Dashboard

When I ran this for a United flight from San Francisco to Newark, Claude came back with a dashboard of ten cards, one per currency, with a pinned box at the top called "First move." Here is what each part means and how to read it.

What's on each card

Field	What it tells you
What you have	Your balance or perk, as you reported it.
Cost for this flight	Miles, cash or points needed. Marked ESTIMATE when Claude couldn't see a live price.
Confirms or waitlists	The big one. A confirmed path locks the seat today. A waitlist path is a hope.
Likelihood	Plain English: likely, coin flip, long shot, dead end. Built from cabin size, route, your status and timing.
How to do it	The exact place to click or the number to call, so you're not hunting.

What the test flight looked like

Silver status, 84,000 United miles, 120,000 Chase points, an Explorer card and a \$312 economy fare on a premium transcon. The dashboard ranked it like this: the miles upgrade on the booking first (the only path that could confirm weeks out), Chase points as a refill for that, the cash offer as plan B to re-check at 24 hours and the gate, and the free Silver upgrade riding along as a long shot. It correctly flagged the Explorer card as no help for priority, the Amex and Marriott points as dead ends for this ticket, and the fact that United doesn't run bidding.

That last part matters. The video says "place the bid," and on the airlines that offer bidding that is exactly what happens. On American, Delta and United there is no bid to place, so the dashboard steers you to miles, cash offers and the list instead. Chapter 7 covers both worlds.

ASK FOR THE INTERACTIVE BITS

Claude will usually add a slider for what a mile is worth to you, a filter for "only paths that confirm" and a sort by cost. If it doesn't, say: "Add a slider for my miles value and a filter that shows only the paths that can confirm before departure." It rebuilds in seconds.

TIP

One rule from the dashboard that surprised people: partner miles can't upgrade another airline's ticket. Virgin Atlantic points book Delta seats, but they will not upgrade a ticket Delta sold you. If your bank points only transfer to partners, they feed a new booking, not an upgrade.

Connect Chrome So Claude Can Chase The Seat

This is the trick from the video. Claude in Chrome is Anthropic's browser extension. Once it is connected, Claude can open the airline site in your own Chrome, where you're already logged in, and click through the upgrade flow while you watch. It works on the paid plans (Pro, Max, Team and Enterprise).

STEP 1: Install the extension

In Chrome, open the Chrome Web Store, search for **Claude in Chrome**, click **Add to Chrome** and sign in with your Claude account. Pin it (puzzle icon, then the pin next to Claude) so it stays visible.

STEP 2: Turn on the connector in Claude

In Claude, on the left side, choose **Customize**, then **Connectors** (the same page is under Settings, then Connectors). Find **Claude in Chrome**, click **Configure** and switch it on. The video says "search for Google Chrome": type Chrome in the search box and it's the one that comes up.

STEP 3: Enable it in the chat

Back in your conversation, open the connectors menu (the plus or tools button by the message box) and turn on Claude in Chrome for that chat. It's off by default in each new conversation, which is the step most people miss.

STEP 4: Log into the airline first

Open the airline site in a Chrome tab and sign in yourself before you send the prompt. Claude then works inside your logged-in session. Never paste your airline password into the chat.

"CLAUDE OPENS ITS OWN BROWSER"

If you'd rather keep Claude out of your Chrome, the desktop app has a built-in browser for Cowork tasks. In the desktop app: Settings, then Cowork, then under Preferred browser choose Built-in browser. Claude gets an isolated browser of its own in a side panel, asks before acting on each new site, and can import your saved logins if you allow it. Same prompts, same result.

HEADS UP

Troubleshooting. If Claude says it can't see the page, refresh the tab and check the extension is enabled for that site. If it won't connect to the desktop app, update the extension and confirm the Claude in Chrome toggle is on in Connectors. Financial and banking sites are blocked by default; airline sites are fine. Browser sessions count against your normal usage limits.

Prompt 2: Go Get The Seat

With Chrome connected and the airline tab logged in, send this in the same chat as your dashboard so Claude already knows your currencies and your limits.

PROMPT 2: THE CHASE

```
Go to [AIRLINE]'s website in Chrome. I'm already
logged in. Open my booking with confirmation code
[CODE] and check the [first/business] cabin on my
flight: how many seats are still for sale, what
the airline is offering the upgrade for in cash
and in miles, and whether there is an upgrade bid
option on this booking.

Compare what you find to the paths in my Upgrade
Power Dashboard and take the best one:

- If the miles price values my miles at or above
[1.2] cents each, apply the miles.

- If my airline runs upgrade bidding, place the bid
at the smartest number that is likely to win
without overpaying, and explain your number.

- If neither is worth it, get me on the upgrade
list as high as possible and tell me where I sit.

Before you confirm anything that costs money or
miles, pause and show me the exact price and what
you're about to click. Then update the dashboard
with what happened and what to check next.
```

What happens on screen

Claude opens the booking, reads the seat map and the offers, and narrates what it sees in the side panel. When it reaches a step that spends money or enters payment details, it stops and asks. That pause is built into the extension. You approve, it clicks, you're on the list or in the seat.

The **[1.2] cents** line is your floor. 30,000 miles for a \$300 upgrade is one cent per mile, so Claude keeps the miles. Raise it if you hoard points, lower it if you have more miles than trips.

YOU ARE ALWAYS THE LAST CLICK

Claude fills the forms and lines everything up. You confirm the charge. Bid pages and miles upgrades ask for a card at the end, and that is the moment to read the number, check it against your dashboard, and press the button yourself. Watch the first run in your Chrome rather than walking away.

The Smart Bid Number

Upgrade bidding is an auction for unsold premium seats. The airline emails you an invitation, you pick a number above the minimum, and a day or two before departure it tells you whether you won. You are charged only if it says yes.

Who runs it

Air Canada, Lufthansa, Singapore Airlines, Virgin Atlantic, Etihad, Aer Lingus, Air New Zealand and many others run bidding through a system called Plusgrade. Among US carriers, Hawaiian is the one with a real bidding program. American, Delta and United don't bid. British Airways, Emirates, Qatar, Air France and KLM don't either. If your airline isn't on the bid list, skip to chapter 7.

How Claude picks the number

There is no published acceptance threshold, so anyone quoting a single exact number is guessing. What works is a range with conditions, which is exactly what Claude gives you when you ask it to explain its number.

Rule	Why it works
Anchor on the fare gap	Take the business fare minus what you paid. Winning bids tend to land at 20 to 40 percent of that gap. A \$3,200 gap points to roughly \$650 to \$1,300.
Read the seat map, not the slider	The airline's weak/fair/strong labels are decorative. Empty cabin a week out means the minimum often clears. Three seats left means almost nothing clears.
Beat the round numbers	Most people bid the minimum or a round figure. \$850 beats the crowd at \$800 for fifty bucks.
Know your ceiling	Above about 35 percent of the gap, a check-in cash offer or a miles upgrade is usually the better deal.
Bid per person, per segment	Two travelers, two bids, two charges. Connections are bid separately. Nobody promises adjacent seats.

The timeline

Bids usually have to be in at least 72 hours before departure and can be raised, lowered or cancelled until about 48 hours out. The answer comes by email, typically 24 to 48 hours before the flight. Accepted bids are charged then and are non-refundable unless the flight is cancelled. Miles and status credit are earned on the economy fare you bought, not the cabin you end up in.

TIP

Ask Claude to check the seat map twice: once when the invitation arrives and once about four days out. If the cabin filled up in between, lower the bid or pull it. If it emptied out, so can your bid.

When Your Airline Doesn't Do Bidding

If you fly American, Delta or United, there is no bid to place. That is not a dead end. It means the chase runs through four doors instead, and Claude works them in this order.

Door	How it works on the big three	When to check
Miles upgrade on the booking	The airline shows a miles price (often with a cash copay) next to the cash price. Delta's miles price tracks the cash offer at roughly one cent per mile. United prices it per flight. Miles come out only when it clears.	Right after booking, then every few days. The price moves.
Cash upgrade offer	Same screen, in dollars. Often the cheapest path if the cabin is still open close to departure.	72 hours, 24 hours (check-in), and at the gate.
Certificates	PlusPoints, Global and Regional Upgrade Certificates, systemwide upgrades. Confirm when space exists, else waitlist near the top.	Apply at booking; the waitlist keeps working.
The upgrade list	Free space-available upgrades in status order. Co-brand cards and higher fare classes act as tiebreakers.	Day of departure. Watch the list in the app.

HOW THE LIST IS ORDERED (UNITED, AS AN EXAMPLE)

Top-tier invitation-only members first, then anyone with a miles or PlusPoints request in the queue, then elite tier, then fare class, then card-based tiebreakers, then who asked first. The lesson: a miles waitlist request costs nothing until it clears and jumps you ahead of every free upgrade hopeful. Put one in even if you never expect to pay.

The 24-hour sweep

Send this the day before the flight. It is the best use of the Chrome connection.

BONUS PROMPT: THE 24-HOUR SWEEP

```
It's 24 hours before my flight, confirmation [CODE].
Open [AIRLINE] in Chrome, check me in if check-in is
open, then check three things: the current cash
upgrade offer, the current miles upgrade price, and
where I sit on the upgrade list. Compare each to the
numbers in my Upgrade Power Dashboard and tell me
whether to buy now, wait for the gate, or stop
caring. Pause before anything that costs money.
```

Bonus Prompts

Two more that came out of testing this. Both run in a normal chat, no browser needed.

The points math

Transfers are one-way, and a miles upgrade often returns under a cent per point. Make Claude prove it's worth it first.

BONUS PROMPT: SHOULD I TRANSFER?

```
I have [X] Chase points and [Y] Amex points. My
flight is on [AIRLINE], [CITY] to [CITY] in [MONTH],
paid economy, and the booking shows an upgrade for
[$ CASH] or [MILES] miles. Tell me which of my bank
points transfer to this airline, how long each
transfer takes and any fees, and whether transferring
to cover the miles upgrade beats paying cash. Show
the math in cents per point and give me a clear yes
or no. Use web search for current transfer partners.
```

On the Delta test the answer was a clean no: Chase doesn't transfer to Delta, and the Amex transfer would have returned under a cent per point. Pay cash, keep the points for an international business award.

The multi-flight tracker

If you have several trips booked, have Claude build one place to watch them all. Give it departure times and fare classes and the checkpoints go from approximate to exact.

BONUS PROMPT: UPGRADE TRACKER

```
Build me an interactive artifact called Upgrade
Tracker for my next flights: [AIRLINE ROUTE DATE,
AIRLINE ROUTE DATE, ...]. One card per flight with
the best upgrade path for that airline, the number
I need to watch (miles price, cash offer or bid
amount) that I can type in, the dates to check
(when booked, 72 hours out, 24 hours out, at the
gate), and a status I can click to update. Add a
checklist for each checkpoint, count down the days
to each flight, and remember my updates when I
reopen it on this device.
```

Mistakes That Cost People The Seat

Mistake	What to do instead
Trusting an old upgrade chart	Prices are dynamic now on the big US airlines. The real number is on your booking. Make Claude search and label estimates.
Skipping the miles waitlist because you "won't pay"	A miles request costs nothing until it clears and sits above every free upgrade on the list. Put one in.
Bidding the minimum on a full cabin	Read the seat map first. Full cabin, no bid. Empty cabin, bid low. Half full, bid the range.
Transferring bank points before checking the math	Transfers are one-way. Run the cents-per-point prompt first. Under a cent, pay cash.
Basic economy tickets	Almost never upgradeable with miles or certificates. Check your fare class before you spend an hour on this.
Forgetting to enable Chrome in the chat	The connector is off by default in every new conversation. Turn it on, then send the prompt.
Walking away during the browser run	Claude pauses at the payment step and waits for you. Watch the first run in your Chrome.
Checking once	Cash offers drop close to departure when seats are unsold. Check at 72 hours, at check-in and at the gate.

The one-page version

Step	What you do	What Claude does
1	Paste Prompt 1 with airline, code, date, route. Answer the interview in one message.	Maps every currency, searches current rules, builds the Upgrade Power Dashboard, names the first move.
2	Install Claude in Chrome. Customize, then Connectors, then Claude in Chrome. Enable it in the chat. Log into the airline.	Waits.
3	Paste Prompt 2 with your miles floor.	Opens the booking, reads the cabin and offers, applies miles, bids, or joins the list. Pauses before money.
4	Approve the charge yourself.	Updates the dashboard with what happened and what to check next.
5	Day before: the 24-hour sweep.	Checks in, re-reads offers and the list, tells you buy, wait or stop.

DO THIS TONIGHT

Pick the next flight you have booked. Paste Prompt 1. Answer the questions with your receipt open. Read the First Move box on the dashboard and do that one thing. Everything else in this guide is for the days after.

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You already own the upgrade. Claude just goes and gets it.