

[0004] Due to competitive concerns and issues, complete cross-border mergers and complete domestic interline agreements in the airline industry are unlikely for the foreseeable future, and there will be demand for further tools to facilitate passenger journeys involving unaffiliated airlines and other transport providers.

[0005] As the world of airline interlining and intermodal passenger transportation continues to move forward with inferior solutions, there is a global need for a next generation baggage service that:

- Gives customer better and more appropriate choices;
- Takes into consideration the stakeholders and agreements between the stakeholders, including:
 - Airports – Hub, Feeder, Domestic, International, multi-terminal, multi modal ports (e.g. Rail and Air)
 - Airlines – FSC (Full Service Carriers), LCC (Low Cost Carriers), HVC (Hybrid Value Carriers), carriers connected by a MITA (Multilateral Interline Traffic Agreement), and independent carriers
 - Passengers
- Provides a solution that takes into consideration the customer, their journey, and the options available presenting a simple option for the customer to purchase a complete solution for the independent travel on participating airlines including through baggage service at most airports.

SUMMARY

[0001] The following presents a simplified overview of the example embodiments in order to provide a basic understanding of some embodiments of the example embodiments. This overview is not an extensive overview of the example embodiments. It is intended to neither identify key or critical elements of the example embodiments nor delineate the scope of the appended claims. Its sole purpose is to present some concepts of the example embodiments in a simplified form as a prelude to the more detailed description that is presented hereinbelow. It is to be understood that both the following general description and the following detailed description are exemplary and explanatory only and are not restrictive.

[0001a] According to an aspect of the present invention, there is provided a system, including: at least one data processor; and at least one memory storing instructions, which when executed by at least one data processor, result in operations including: receiving an itinerary including a first segment and a second segment, the first segment being operated by a first carrier and the second segment being operated by a second carrier, the first segment departing from a first location and arriving at a second location from which the second segment departs from, the first carrier being associated with a first system that does not share information with a second system of the second carrier; in response to receiving the itinerary, generating, at a passenger name record (PNR) database, a complete manifest itinerary including an information associated with the first segment, the second segment, the first carrier, the second carrier, the first location, and the second location; sharing the complete manifest itinerary with the first system of the first carrier and the second system of the second carrier, to enable an issuance and/or an update of one or more bag tags for one or more checked bags associated with the complete manifest itinerary; and in response to the one or more bag tags being issued by the first system of the first carrier at the first location, updating the second system of the second carrier by at least causing the first system to send, to the second system, a bag message associated with the one or more checked bags, the bag message identifying the one or more checked bags as requiring unloading from the first segment at the second location and loading onto the second segment at the second location without having to be retrieved and re-checked at the second location.

[0002] In accordance with the embodiments disclosed herein, the present disclosure is directed to

CLAIMS

1. A system, comprising:
 - at least one data processor; and
 - at least one memory storing instructions, which when executed by at least one data processor, result in operations comprising:
 - receiving an itinerary including a first segment and a second segment, the first segment being operated by a first carrier and the second segment being operated by a second carrier, the first segment departing from a first location and arriving at a second location from which the second segment departs from, the first carrier being associated with a first system that does not share information with a second system of the second carrier;
 - in response to receiving the itinerary, generating, at a passenger name record (PNR) database, a complete manifest itinerary including an information associated with the first segment, the second segment, the first carrier, the second carrier, the first location, and the second location;
 - sharing the complete manifest itinerary with the first system of the first carrier and the second system of the second carrier, to enable an issuance and/or an update of one or more bag tags for one or more checked bags associated with the complete manifest itinerary; and
 - in response to the one or more bag tags being issued by the first system of the first carrier at the first location, updating the second system of the second carrier by at least causing the first system to send, to the second system, a bag message associated with the one or more checked bags, the bag message identifying the one or more checked bags as requiring unloading from the first segment at the second location and loading onto the second segment at the second location without having to be retrieved and re-checked at the second location.
2. The system of claim 1, wherein the first carrier is unaffiliated with the second carrier such that the first system does not share information with the second system.
3. The system of claim 1, wherein the itinerary is received via an application configured to be displayed on one or more client devices.

4. The system of claim 3, wherein the updating further includes sending , to the application at the one or more client devices, a notification of a status of the one or more checked bags.
5. The system of claim 1, further comprising:
determining whether the itinerary is eligible for a through baggage service; and
generating the complete manifest itinerary in response to determining that the itinerary is eligible for the through baggage service.
6. The system of claim 1, wherein the one or more bag tags comprise text, a radio frequency identifier (RFID), and/or a barcode.
7. The system of claim 1, wherein the first system and the second system comprise a passenger service system and/or a departure control system.
8. The system of claim 1, wherein the itinerary further includes a third segment operated by a third carrier, wherein the third segment departs from a third location at which the second segment arrives, and wherein the complete manifest itinerary is generated to further include an information associated with the third segment, the third carrier, and the third location.
9. The system of claim 8, wherein the complete manifest itinerary is further shared with a third service system of the third carrier, and wherein the updating further causes the first system and/or the second system to send, to the third system, another bag message associated with the one or more checked bags.
10. The system of claim 1, wherein each the first carrier and the second carrier comprise an airline, a cruise operator, a train operator, a bus operator, and/or a lodging operator.
11. The system of claim 1, wherein each of the first location and the second location comprise an airport, a train station, a bus stop, a port, and/or a lodging facility.

12. The system of claim 1, wherein the first carrier and the second carrier are a same carrier but the first segment is unaffiliated with the second segment.