

Name: \_\_\_\_\_

1. X: the quantity rationed to high-service channel:

Cu: if the manufacturer under-estimates high-service channel demand and rations too little to this channel, it loses the opportunity to get a higher margin. Cu is the margin difference  $(6-4) = 2$ .

Co: if the manufacturer over-estimates high-service channel demand and rations too much to this channel, there will be leftovers in the high-service channel which would have been sold in the discount channel. In other words, the manufacturer loses the opportunity to sell the product at the discount channel, hence  $Co = 4$ . Therefore, Critical Fractile =  $Cu / (Cu + Co) = 1/3$ ,  $z = -0.4$

The optimal quantity rationed to high-service channel is  $\mu + z \cdot \sigma = 40,000 - 0.43(15,000) = 33,550$ . or use  $\text{Norm.inv}(1/3, 40000, 15000) = 33,539$

- 2.

# of No-Shows (d)	Probability	P(d<X)
0	0.1	0
1	0.25	0.1
2	0.2	0.35
3	0.35	0.55
4	0.1	0.9

X: # of seats overbooked

$Cu = \$180$ ,  $Co = \$150$ , Critical Fractile = 0.5455.

Use the optimality condition, we get  $Q^* = 2$ . So the optimal overbooking level is 2, hence 102 reservations should the airline accept.

3. (a)  $P_0 = 1 - \frac{\lambda}{\mu} = 1 - \frac{20}{30} = 0.33 \Rightarrow 33\%$

(b)  $p = \frac{\lambda}{\mu} = 0.66$

(c)  $L_s = \lambda / (\mu - \lambda) = 20 / (30 - 20) = 2$  people

(d)  $L_q = \frac{\lambda^2}{\mu(\mu - \lambda)} = \frac{20^2}{30(30 - 20)} = 1.33$  people

(e)  $W_s = 1 / (\mu - \lambda) = 1 / (30 - 20) = 0.10$  hours

(f)  $W_q = \frac{\lambda}{\mu(\mu - \lambda)} = \frac{20}{30(30 - 20)} = 0.0667$  hours