

$$S = \sqrt{\frac{\sum (x_1^2 - x_2^2)^2}{n-1}}$$

$$= \sqrt{\frac{\sum (x_1^2 - x_2^2)^2}{n-1}}$$

$$= \sqrt{\frac{1610 - 10(12.6)^2}{(10-1)}}$$

$$= \sqrt{2.4889}$$

= 1.5776

95% C.I for the variance content for each 100 kg

$$\left(\frac{(n-1)S^2}{\chi^2u},\frac{(n-1)S^2}{\chi^2L}\right)$$

$$\left(\frac{(10-1)(1.5776)^2}{19.02}, \frac{(10-1)(1.5776)^2}{9.70}\right)$$

c) 95%. C. I for S.D nitrate content for each 100 kg

$$= (1.0852, 2.8803)$$

101-5

$$\mu = 1.20$$
 $\delta = 0.32$
 $n = 15$

(a)
$$\bar{x} = \frac{\sum_{i=1}^{6} x_i}{\eta}$$

$$= \frac{21.99}{16}$$

$$= 1.466$$

b) 95%, C.I on the mean mercury concentration after the accident.

$$\begin{array}{lll}
\overline{x} & \pm 2 \% & 8 \cdot E(\overline{x}) \\
= \overline{x} & \pm 2 0 \cdot 08 & \% & 20 \cdot 025 = 1.96 \\
= 1.466 & \pm \left(1.96 \times 0.32 \right) \\
= \left(1.3041, 1.6280\right)
\end{array}$$

we are 95%. confident the true mean mercury concentration lie between (1.3041, 1.6280) after the accident.

Step 1. Hypothesis

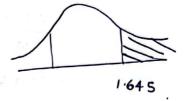
Ho: H ≤ 1.20

H. : 4 > 1.20 (Right tail)

Step 2. ! Test statistic value calculation

$$2 = \overline{x - Ho}$$

= 3.2194



step3: - Critical Value.

Stept : La value falls in rejection region, 1.645 4 3.2194

So we reject Ho

There is evidence that the mean mercury concentration has increase by the accident, at 5%. significance level.

(Mercury concentration has not decrease by the accident at 5% significance level)

Q3)

Let P denote the amount of pollutant in randomly selected automobile in Houston, Texas.

$$P \sim N (\mu = 70, \delta^2 = 13^2)$$
.

DR

Let x denote the vehicle emission level of nitrogen oxide

a)
$$P(x < 60)$$

$$= P(x - H < 60 - 70)$$

$$= P(z < -0.7692)$$

$$= P(z < -0.77) \qquad P(z < -0.7692)$$

$$= 0.220650 \qquad \text{or} \qquad 0.22089$$

i) P(x>90) $= P\left(\frac{x-\mu}{6} > \frac{90-70}{13}\right)$ = P(z>1.5385)

$$= p(Z) \cdot (S4)$$

= $p(Z) \cdot (S4)$

= 0.061 780 or '0.061963

P(Z>1.5385)

$$P \left(\frac{60 - 70}{13} \angle x - \mu \angle 90 - 70}{13}\right)$$

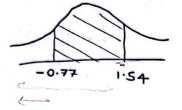
$$= P\left(\frac{60 - 70}{13} \angle x - \mu \angle 90 - 70}{13}\right)$$

$$= P\left(-0.77 \angle z \angle 1.54\right)$$

$$= P\left(z \angle 1.54\right) - P\left(z \angle -0.77\right)$$

$$= 0.938220 - 0.220650$$

$$= 0.71757$$



04

Let X be the number of days ahead travelers purchase their airline tickets.

Pidif =
$$\lambda e^{-\lambda x}$$
.

$$P(x < 10) = \int_{0}^{10} \lambda e^{-\lambda x} dx$$

$$= \int_{15}^{10} e^{-\lambda x} dx$$

$$= -1 \int_{15}^{10} e^{-\lambda x} dx$$

0.4866.

$$-\frac{1}{15}x = -6.6931$$

approximately, half of the travelers will wait 11 days.

$$h = \frac{\left(2 \times \right)^2 \delta^2}{E^2}$$

$$K = 92 \%$$
.
 $E = 2.5$
 $O = 9.5$
 $Z_{0.08} = -1.75$

$$= 2(-1.75)^{2} \times 9.5^{2}$$

$$2.5^{2}$$

Let x denote the amount paid in the estimated tax voucher for first & payments.

$$P\left(2 < \frac{21-530}{205}\right) = 0.75$$

$$\frac{205}{205} = 0.67$$