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11. Installing scrubbers in smokestacks and switching to cleaner-burning fuel are the two methods available to Northern Power for reducing harmful emissions from its plants. Scrubbers will reduce harmful emissions more than cleaner-burning fuels will. Therefore, by installing scrubbers, Northern Power will be doing the most that can be done to reduce harmful emissions from its plants. Which of the following is an assumption on which the argument depends? (A)

Switching to cleaner-burning fuel will not be more expensive than installing scrubbers. (B) Northern Power can choose from among various kinds of scrubbers, some of which are more effective than others. (C) Northern Power is not necessarily committed to reducing harmful emissions from its plants. (D) Harmful emissions from Northern Powers plants cannot be reduced more by using both methods together than by the installation of scrubbers alone. (E) Aside from harmful emissions from the smoke-stacks of its plants, the activities of Northern Power do not cause significant air pollution.

12. In 1990 all of the people who applied for a job at Evco also applied for a job at Radeco, and Evco and Radeco each offered jobs to half of these applicants. Therefore, every one of these applicants must have been offered a job in 1990. The argument above is based on which of the following assumptions about these job applicants? (A) All of the applicants were very

well qualified for a job at either Evco or Radeco. (B) All of the applicants accepted a job at either Evco or Radeco. (C) None of the applicants was offered a job by both Evco and Radeco. (D) None of the applicants had applied for jobs at places other than Evco and Radeco. (E) None of the applicants had perviously worked for either Evco or Radeco.

13. Y has been believed to cause Z. A new report , noting that Y and Z are often observed to be preceded by X , suggests that X , not Y , may be the cause of Z. Which of the following further observations would best support the new reports suggestion ? (A) In cases where X occurs but Y does not , X is usually followed by Z. (B) In cases where X occurs , followed by Y , Y is usually followed by Z. (C) In cases where Y occurs but X does not , Y is usually followed by Z. (D) In cases where Y occurs but Z does not , Y is usually preceded by X. (E) In cases where Z occurs , it is usually preceded by X and Y.

14. A cost-effective solution to the problem of airport congestion is to provide high-speed ground transportation between major cities lying 200 to 500 miles apart. The successful implementation of this plan would cost far less than expanding existing airports and would also reduce the number of airplanes clogging both airports and airways. Which of the following , if true , could proponents of the plan above most appropriately cite as a piece of evidence for the soundness of their plan ? (A) An effective high-speed ground-transportation system would require major repairs to many highways and mass-transit improvements. (B) One-half of all departing flights in the nations busiest airport head for a destination

in a major city 225 miles away. (C) The majority of travelers departing from rural airports are flying to destinations in cities over 600 miles away. (D) Many new airports are being built in areas that are presently served by high-speed ground-transportation systems. (E) A large proportion of air travelers are vacationers who are taking long-distance flights.

15. Which of the following , if true , would most strengthen the conclusion drawn in the second sentence ?

(A) Commercial airliners are already required by law to be equipped with extremely sophisticated radar systems. (B) Centrally located airports are experiencing over-crowded airspace primarily because of sharp increases in commercial-airline traffic. (C) Many pilots of private planes would rather buy radar equipment than be excluded from centrally located airports. (D) The number of midair collisions that occur near centrally located airports has decreased in recent years. (E) Private planes not equipped with radar systems cause a disproportionately large number of midair collisions around centrally located airports.

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