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2020 RRB GENERAL SCIENCE SOLVED PAPERS

New astronomical facilities, such as the under-construction Large Synoptic Survey Telescope and planned 30-meter-class telescopes, and new instrumentation on existing optical and infrared (OIR) telescopes, hold the promise of groundbreaking research and discovery. How can we extract the best science from these and other astronomical facilities in an era of potentially flat federal budgets for both the facilities and the research grants? Optimizing the U.S. Ground-Based Optical and Infrared Astronomy System provides guidance for these new

programs that align with the scientific priorities and the conclusions and recommendations of two National Research Council (NRC) decadal surveys, *New Worlds, New Horizons for Astronomy and Astrophysics* and *Vision and Voyages for Planetary Sciences in the Decade 2013-2022*, as well as other NRC reports. This report describes a vision for a U.S. OIR System that includes a telescope time exchange designed to enhance science return by broadening access to capabilities for a diverse community, an ongoing planning process to identify and construct next generation capabilities to realize decadal science priorities, and near-term critical coordination, planning, and instrumentation needed to usher in the era of LSST and giant telescopes.

The updated and expanded third edition of this book focuses on the multi-disciplinary coupling between flight-vehicle hardware alternatives and enabling propulsion systems. It discusses how to match near-term and far-term aerospace vehicles to missions and provides a comprehensive overview of the subject, directly contributing to the next-generation space infrastructure, from space tourism to space exploration. This holistic treatment defines a mission portfolio addressing near-term to long-term space transportation needs covering sub-orbital, orbital and escape flight profiles. In this context, a vehicle configuration classification is introduced covering alternatives starting from the dawn of space access. A best-practice parametric sizing approach is introduced to correctly design the flight vehicle for the mission. This technique balances required mission with the available vehicle solution space and is an essential capability sought after by technology forecasters and strategic planners alike.

2014 International Conference on Education and Management Science (ICEMS2014) will be held in Beijing, China on August 19–20, 2014. The main purpose of this conference is to provide a common forum for researchers, scientists, and students from all over the world to present their recent findings, ideas, developments and application in the border areas of Education and Management Science. It will also report progress and development of methodologies, technologies, planning and implementation, tools and standards in information systems. Education is an internal topic. It is a process of delivering knowledge in a basic meaning. Humans are hard to define the actual definition of education. But it is the key point for our society to step forward. Management science is the discipline that adapts the scientific approach for problem solving to help managers making informed decisions. The goal of management science is to recommend the course of action that is expected to yield the best outcome with what is available.

The success of the entire food supply chain depends on the prosperity of farms and local communities. The direct climate change risks faced by the agricultural sector are therefore also risks to businesses and food supply chains. Hence the importance of resilience at farm level, community level and business level when looking at food supply chain policy and management. *Climate Change Adaptation and Food Supply Chain Management* highlights the issue of adaptation to climate change in food supply chains, the management and policy implications and the importance of supply chain resilience. Attention is given to each phase of the supply chain: input production, agriculture, food processing, retailing, consumption and post-consumption. European case studies demonstrate the vulnerabilities of contemporary food supply chains, the opportunities and competitive advantages related to climate change, and the trans-disciplinary challenges related to successful climate adaptation. The authors argue for a redefinition of the way food supply chains are operated, located and coordinated and propose a novel approach enhancing climate-resilient food supply chain policy and

management. This book will be of interest to students, researchers, practitioners and policymakers in the field of climate adaptation and food supply chain management and policy.

This edited collection showcases some of the best recent research in the philosophy of science. It comprises of thematically arranged papers presented at the 5th conference of the European Philosophy of Science Association (EPSA15), covering a broad variety of topics within general philosophy of science, and philosophical issues pertaining to specific sciences. The collection will appeal to researchers with an interest in the philosophical underpinnings of their own discipline, and to philosophers who wish to study the latest work on the themes discussed.

Medium- and heavy-duty trucks, motor coaches, and transit buses - collectively, "medium- and heavy-duty vehicles", or MHDVs - are used in every sector of the economy. The fuel consumption and greenhouse gas emissions of MHDVs have become a focus of legislative and regulatory action in the past few years. This study is a follow-on to the National Research Council's 2010 report, *Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles*. That report provided a series of findings and recommendations on the development of regulations for reducing fuel consumption of MHDVs. On September 15, 2011, NHTSA and EPA finalized joint Phase I rules to establish a comprehensive Heavy-Duty National Program to reduce greenhouse gas emissions and fuel consumption for on-road medium- and heavy-duty vehicles. As NHTSA and EPA began working on a second round of standards, the National Academies issued another report, *Reducing the Fuel Consumption and Greenhouse Gas Emissions of Medium- and Heavy-Duty Vehicles, Phase Two: First Report*, providing recommendations for the Phase II standards. This third and final report focuses on a possible third phase of regulations to be promulgated by these agencies in the next decade.

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