



Free Questions for HPE7-A03 by certsinside

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Question 1

Question Type: MultipleChoice

A global cruise line company needs to refresh its current fleet. They will refresh the insides of the ship to be cost-effective and increase their sustainability. They will replace the complete WLAN/LAN hardware of the ship. In this refresh, the company will not refresh its current security requirements. The CIO also wants to limit the number of unused ports in the switches. Future expansion will always mean a refresh of hardware. They start with the smallest ship with a maximum of 800 guests

Each ship has a LAN infrastructure consisting of two core switches, up to 10 redundant distribution switches, and up to 500 access switches (400 cabins, 100 technical rooms). The Core switches are located in the MDF of the ship and the distribution switches are located in the IDFs of the ship. Each cabin and technical room gets one single access switch.

The cabling structure of the ship will not be refreshed. Each IDF is connected to the MDF by SMF, of which two pairs are available for the interconnect between the core and distribution. The length of SM fiber between MDF and IDF is less than 300 meters (930 ft) and the type used is OS1. Each cabin is connected by a single OM2 pair to the IDF, the maximum length is 60 meters (200 ft). Each technical room is connected by a single OM2 pair to the IDF, with lengths between 100 and 150 meters (320 and 500 ft).

For each cabin/technical room the customer is looking to replace their current fan-less 2530/2540 without changing the requirements, except they need to upgrade the uplink to distribution switch to 10GbE to handle the increased network traffic, and the technical rooms need redundant power.

The WLAN infrastructure will be 1:1 refreshed without new cabling or new AP locations. Their WLAN Infrastructure is based on the 200/300 series Indoor and outdoor APs running InstantOS (less than 300 APs). The customer has no change in WLAN requirements.

The cruise line company will replace its current Internet connection before the LAN/WLAN refresh. The new Internet connection will provide a 99.8% uptime, which is needed to ensure the paid guest Wi-Fi is always operational. With this new internet connection, the CIO of the cruise line wants to base the design on the ESP architecture from Aruba because Internet connection is guaranteed.

Based on the best practices, what should you recommend as the most cost-effective switch model for the cabins?

Options:

- A- HPE Aruba Networking 6200F 12g Class4 PoE 2G/2SFP+
- B- HPE Aruba Networking 6100 246 Class4 PoE 45FP+
- C- HPE Aruba Networking 6100126 Classd PoE 26/2SFP+
- D- HPE Aruba Networking 6000 126 Class4 PoE 2G/2SFP

Answer:

A

Explanation:

For the cabin switches in the global cruise line's fleet refresh project, the most cost-effective switch model that meets the requirement for fan-less operation, 10GbE uplink capability, and PoE support is the HPE Aruba Networking 6200F 12G Class4 PoE 2G/2SFP+. This switch model offers a compact form factor with sufficient port density for cabin connectivity, Power over Ethernet for powering devices directly through the network cable, and SFP+ ports for high-speed uplink connections to the distribution switches. This choice is in line

with the company's aim to upgrade the network infrastructure to handle increased traffic while maintaining a focus on cost-effectiveness and sustainability. The 6200F series is designed for exactly such environments, providing reliable performance and energy efficiency, which is crucial for the limited space and power availability in a ship setting.

Question 2

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Based on the best practices and customer requirements, what is the correct WUN approach?

Options:

- A- ArubaOS10 AP only deployment_____
- B- Aruba OSS campus deployment
- C- Instant OS 6 deployment
- D- Aruba 0510 AP and gateway deployment

Answer:

C

Explanation:

Given the customer's specific requirements to refresh their WLAN infrastructure without changing the cabling or AP locations and their existing infrastructure based on the 200/300 series Indoor and outdoor APs running InstantOS, the most appropriate WLAN approach is an Instant OS 6 deployment. This choice aligns with the need to upgrade without significant changes to the existing WLAN setup. InstantOS is specifically designed for Aruba Instant APs, offering a streamlined, controller-less architecture that is ideal for the customer's scenario, ensuring ease of deployment, management, and scalability. This approach supports the customer's objectives for a cost-effective and sustainable refresh, providing robust and reliable wireless connectivity for guests while adhering to the current security requirements and infrastructure constraints.

Question 3

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Based on the best practices, what should you recommend as the correct optic type for the connection between the IDF and the cabins?

Options:

A- Aruba 106 SFP- LC LRM 220 m MMF Transceiver

B- Aruba 10GBASE-T SFP- RJ--35 30 m Cat6A Transceiver

C- Aruba 106 SFP- LC SR 300 m MMF Transceiver

D- Aruba 10G LC BiDi 40 km-D 1330/1270 XCVR

Answer:

C

Explanation:

For the connection between the IDF and the cabins, which requires supporting distances up to 60 meters on OM2 fiber, the most appropriate optic type is the Aruba 10G SFP+ LC SR 300 m MMF Transceiver. This transceiver is compatible with multi-mode fiber (MMF) and is capable of supporting the required distance for connections to the cabins, making it a suitable choice based on the company's existing cabling structure and the need for 10GbE uplink capabilities to manage increased network traffic. The SR (Short Range) designation indicates that this transceiver is optimized for short to medium distances, which aligns with the maximum 60-meter distance from IDF to cabins, ensuring reliable and high-speed connectivity for the ship's LAN infrastructure within the given physical constraints.

Question 4

Question Type: MultipleChoice

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Based on the best practices, what should be recommended as the most cost-effective switch model for the technical rooms?

Options:

- A- HPE Aruba Networking 6300M 24p HPE Smart Rate 1 G/2.5G/5G/10G Class6 PoE and 2p 50G and 2 p 25G
- B- HPE Aruba Networking 6200M 36G 12SR5 ClassG PoE 4SFP*
- C- HPE Aruba Networking 6200M 24G Class- PoE 4SFP*
- D- Aruba 6300M 12p Classd PoE and 36p Class6 PoE HPE Smart Rate 1G/2.5G/5G and 2p SOG and Zp 10G

Answer:

A

Explanation:

For technical rooms requiring redundant power and an upgrade to 10GbE uplinks to handle increased network traffic, the most cost-effective switch model is the HPE Aruba Networking 6300M 24p HPE Smart Rate 1G/2.5G/5G/10G Class6 PoE and 2p 50G and 2p 25G. This model offers the necessary port density and speed flexibility, with support for high-power PoE devices and uplink capabilities that meet the future-proofing needs for technical rooms on the cruise ships. The switch's redundant power capabilities ensure high availability and resilience for critical technical room infrastructure, aligning with the customer's requirements for sustainability, cost-effectiveness, and preparedness for future hardware refreshes without extensive unused port capacities.

Question 5

Question Type: MultipleChoice

A global cruise line company needs to refresh its current fleet. They will refresh the insides of the ship to be cost-effective and increase their sustainability. They will replace the complete WLAN/LAN hardware of the ship. In this refresh, the company will not refresh its current security requirements. The CIO also wants to limit the number of unused ports in the switches. Future expansion will always mean a refresh of hardware. They start with the smallest ship with a maximum of 800 guests

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The week after the presentation of your design to the CIO of the cruise line company, the CIO calls you to discuss increasing the security on the wired network infrastructure. Since one of their competitors had one of their cruise ships cyber hacked, the CSO of the cruise line has mandated increased security on the wired network. They have heard about dynamic segmentation and central and decentral overlay networks. For their POS systems, they need a low-latency network connection between the POS system and the POS server in the data center on the ship. Also, the CSO wants to enhance the WLAN security as well by tunneling all user traffic.

What solution fits the customer's requirements?

Options:

- A-** Standardize on Aruba 6300 switches for the edge. 8325 for the RR. 8360 for the stub/border. 9240 for the WLAN Gateway, and utilize Aruba Central NetConductor.
- B-** Standardize on Aruba 6300 switches for the edge. 8320 for the RR. 8360 for the stub/border, and utilize Aruba Central NetConductor
- C-** Standardize on Aruba 6300 switches for the edge. 8320 for the RR. 8320 for the stub/border. 9240 for the WLAN Gateway, and utilize Aruba Central NetConductor
- D-** Standardize on Aruba 6300 switches for the edge. 8320 for the RR. 8360 for the stub/border. 9240 for the WLAN Gateway, and utilize Aruba Central NetConductor.
- E-** Standardize on Aruba 6200 switches for the edge. 8325 for the RR. 8360 for the stub/border, and utilize Aruba Central NetConductor

Answer:

D

Explanation:

Considering the global cruise line company's requirement to enhance wired network security while ensuring low-latency connections for POS systems and tunneling all user traffic for WLAN security, the most fitting solution involves a combination of Aruba switches and gateway along with a network management and orchestration tool. Specifically, standardizing on Aruba 6300 switches for the edge layer caters to the need for high-performance, fan-less switches with 10GbE uplinks, matching the requirement for upgraded cabin and technical room connections. The Aruba 8320 as a Route Reflector (RR) and Aruba 8360 for the stub/border provide a robust core and distribution layer with high throughput and redundancy. The inclusion of a 9240 WLAN Gateway addresses the need for secure WLAN user traffic tunneling. Utilizing Aruba Central NetConductor enhances network management efficiency, security policy enforcement, and dynamic segmentation across the wired and wireless infrastructure, aligning with the ESP architecture from Aruba and meeting the company's security enhancement objectives.

Question 6

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The week after the presentation of your design to the CIO of the cruise line company, the CIO calls you to discuss increasing the security of the wired network Infrastructure. Since one of their competitors had one of their cruise ships cyber hacked, the CSO of the cruise line has mandated increased security on the wired network. They have heard about dynamic segmentation and central and decentral overlay networks.

What would you advise as the most cost-efficient solution?

Options:

- A-** Standardize on Aruba 6000 switches for the access layer, add a cluster of 9240 GWs. and Implement central overlay networks on UBT basis.
- B-** Standardize on Aruba 6100 switches for the access layer, add a cluster of 9240 GWs. and Implement central overlay networks on UBT basis.
- C-** Standardize on Aruba 6300 switches for the access layer, add a cluster of 9240 GWs. and Implement central overlay networks on UBT basis.
- D-** Standardize on Aruba 6200 switches for the access layer, add a cluster of 9240 GWs. and Implement central overlay networks on UBT basis.

Answer:

C

Explanation:

Given the need to increase the security of the wired network infrastructure while being cost-efficient, advising the cruise line company to standardize on Aruba 6300 switches for the access layer is the most appropriate solution. The Aruba 6300 Series offers advanced features suitable for such environments, including high-performance, scalability, and enhanced security capabilities. Adding a cluster of 9240 Gateways for implementing central overlay networks on a User-Based Tunneling (UBT) basis further strengthens the network's security posture. This setup supports dynamic segmentation, which allows for the enforcement of consistent policies and secure access across the network, irrespective of the user or device type. This architecture not only meets the increased security requirements set forth by the cruise line's CSO but also aligns with the company's existing infrastructure and future refresh plans, ensuring cost-efficiency and

sustainability.

Question 7

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Based on the best practices and customer requirements, what is the correct LAN approach?

Options:

- A- management VLAN in the overlay, user VLANs in the underlay
- B- management and user VLANs in the overlay
- C- management and user VLANs in the underlay
- D- management VLAN in the underlay, user VLANs in the overlay

Answer:

D

Explanation:

In the context of the ESP architecture from Aruba and the specific requirements of the cruise line company, the best practice would be to place management VLANs in the underlay and user VLANs in the overlay. This design allows for a clear separation of management

traffic from user data, enhancing security and network performance. The management underlay ensures secure and reliable access to network infrastructure for administrative purposes, while the user overlay allows for flexible and dynamic segmentation of user traffic. This approach is aligned with best practices for network design, where critical management traffic is isolated from user data to prevent unauthorized access and potential security breaches. It also supports the cruise line's need for a robust and secure network to ensure the operational reliability of paid guest Wi-Fi and other critical services.

Question 8

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Options:

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- B-** Standardize on Aruba 6100 switches for the access layer, add a cluster of 9240 GWs. and Implement central overlay networks on UBT basis.
- C-** Standardize on Aruba 6300 switches for the access layer, add a cluster of 9240 GWs. and Implement central overlay networks on

UBT basis.

D- Standardize on Aruba 6200 switches for the access layer, add a cluster of 9240 GWs. and Implement central overlay networks on UBT basis.

Answer:

C

Explanation:

For a global cruise line company looking to refresh its fleet with a focus on sustainability and cost-effectiveness, while not changing its current security requirements, the most suitable option would be to standardize on Aruba 6300 switches for the access layer. The Aruba 6300 switches offer advanced security features and scalability, which is crucial for the dynamic and demanding environment of a cruise ship. Additionally, implementing a cluster of 9240 Gateways and central overlay networks based on User-Based Tunneling (UBT) will enhance the security of the wired network infrastructure. This approach aligns with the Aruba ESP (Edge Services Platform) architecture, providing a unified infrastructure that integrates security, AI-powered operations, and cloud-native agility. The central overlay networks will enable the cruise line to segment network traffic, apply consistent policies, and provide secure access across the fleet, meeting the increased security demands without compromising on performance or sustainability.

Question 9

Question Type: MultipleChoice

identify the stakeholders when gathering information for the network design and new IDF/MDF design. (Select two.)

Options:

- A- Help desk manager
- B- Facility manager
- C- Chief Financial Officer
- D- Network Operations manager

Answer:

A, D

Explanation:

When designing a network and considering new Intermediate Distribution Frame/Main Distribution Frame (IDF/MDF) deployments, it's essential to gather information from various stakeholders to ensure the design meets all operational and organizational requirements. According to Aruba Campus Access learning resources, the Help Desk Manager and Network Operations Manager are crucial stakeholders in this process. The Help Desk Manager provides insights into common issues, user complaints, and service requests, which can influence network design decisions to improve user experience and operational efficiency. The Network Operations Manager, on the other hand, offers a technical perspective on network management, maintenance requirements, and operational challenges. Engaging with these stakeholders ensures that the network design is aligned with both user needs and technical operational standards,

contributing to a more resilient, efficient, and user-friendly network infrastructure.

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