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## PEOPLECERT

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## Questions & Answers

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The PeopleCert DevOps-SRE Certification Exam is designed to validate the skills and knowledge of IT professionals in the field of Site Reliability Engineering (SRE). SRE is an engineering approach to operations that originated at Google and is now widely adopted by many organizations. It focuses on the reliability and resilience of systems and services, combining software engineering and operations principles to deliver high-quality services to customers.

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materials?

## Peoplecert PeopleCert DevOps Site Reliability Engineer (SRE) Sample Questions (Q72-Q77):

### NEW QUESTION # 72

Which of the following BEST defines a Service Level Indicator (SLI)?

- **A. A quantitative measure of some aspect of the level of service that is provided**
- B. A subjective measure of the consequences if the level of service is not achieved
- C. A quantitative target value for aspects of the level of service that are provided
- D. A subjective assessment of the performance aspects of the level of service required

**Answer: A**

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

Google's definition is explicit: "An SLI is a carefully defined QUANTITATIVE measure of some aspect of the level of service provided." (SRE Book - Chapter: Service Level Objectives). Examples include error rate, latency, throughput, and availability. SLIs are measurements, not targets-targets are SLOs.

Option D repeats Google's definition almost exactly.

Option C incorrectly describes an SLO (a target), not an SLI.

Options A and B mention subjective assessments-SRE explicitly rejects subjectivity in measurement, stating: "SLIs must be objective and measurable." Thus, D is the correct and SRE-authentic answer.

References:

Site Reliability Engineering, Chapter: "Service Level Objectives."

The Site Reliability Workbook, Chapter: "Implementing SLOs."

### NEW QUESTION # 73

Identify the defense-in-depth (DiD) layer where data flows in from, and out to, other networks, including the Internet.

- **A. Perimeter layer**
- B. Physical layer
- C. Data layer
- D. Host layer

**Answer: A**

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

Defense-in-Depth (DiD) is a layered security strategy referenced in SRE's discussions of secure infrastructure and resilience. The perimeter layer is responsible for controlling and monitoring traffic flowing into and out of the network from external sources, such as the public Internet. This includes firewalls, intrusion detection systems, load balancers, and boundary network controls.

While SRE focuses primarily on reliability, the SRE Book stresses the importance of resilient system boundaries: "Perimeter protections are critical where external traffic enters the system" (SRE Book - Security and Infrastructure considerations).

Option C correctly identifies the Perimeter Layer as the network boundary where data flows in/out from other networks-including the Internet.

Option A (Host layer) secures individual machines.

Option B (Physical layer) refers to hardware, power, racks, etc.

Option D (Data layer) protects stored data, not ingress/egress traffic.

Thus, C is correct.

References:

Site Reliability Engineering, discussions on system boundaries and secure infrastructure.

Defense-in-Depth model (industry standard, aligned with SRE security considerations).

### NEW QUESTION # 74

An organization is experiencing significant turnover of IT operational staff with most not staying more than one year. The HR Director and IT Director are trying to determine why they are having difficulty retaining IT operations professionals.

What could be one of the reasons?

- **A. All of the above**
- B. More time spent managing the backlog than fixing problems
- C. Overload and disruptive work patterns
- D. Lack of time for skills development

**Answer: A**

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

High turnover in IT operations roles is often driven by a combination of factors, not just one. The Google SRE Book, Chapter "Eliminating Toil," outlines that excessive toil, unpredictable work, and overload contribute to burnout and churn:

"Excessive operational workload and interrupt-driven work lead to burnout and high attrition among engineering and operational staff." The SRE Workbook adds:

"Teams overwhelmed with toil struggle to innovate, automate, or develop new skills, creating frustration and increasing turnover."

Each option listed represents a recognized driver of burnout in SRE and operations environments:

- \* Overload and disruptive work patterns are known contributors to burnout.
- \* Lack of time for skills development demotivates engineers and prevents career growth.
- \* Backlog-driven cultures force teams into reactive rather than proactive work.

The combination of these factors matches common causes of attrition in operations teams. Therefore, all of the above is the correct answer.

References:

Site Reliability Engineering Book, "Eliminating Toil"

SRE Workbook, "Addressing Operational Overload"

#### **NEW QUESTION # 75**

Service Level Objectives (SLOs) are tightly related to

- A. Management approval
- B. Change success rate
- **C. User experience**
- D. Toil reduction

**Answer: C**

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

Service Level Objectives (SLOs) are directly tied to user experience, and this connection is central to the SRE philosophy. The purpose of an SLO is to define how well a service must perform to keep users satisfied, without exceeding what is necessary or economically practical.

The Site Reliability Engineering Book, Chapter "Service Level Objectives," states:

"The most important directive when defining SLOs is that they must reflect the expectations and needs of the users of the service."

Similarly, the SRE Workbook, Chapter "Implementing SLOs," highlights:

"SLOs are a tool to measure and control the reliability as experienced by the user." This makes it clear that SLOs are fundamentally user-centric. They are not based on internal engineering preferences, management goals, or operational convenience.

Why the other options are incorrect:

- \* B. Management approval - SLOs are not driven by management goals but by user needs.
- \* C. Change success rate - While related to reliability practices, change success is not the basis of SLO creation.
- \* D. Toil reduction - Toil is unrelated to defining service-level targets.

Therefore, the correct answer is A.

References:

Site Reliability Engineering Book, "Service Level Objectives"

SRE Workbook, Chapter: "Implementing SLOs"

#### **NEW QUESTION # 76**

In a safety culture, engineers are allowed to do more with the production environment without fear of repercussions.

What else do engineers need to do?

- A. Share production incidents on social media
- B. Avoid being on-call
- C. Be accountable for their actions
- D. Skip all blameless post-mortems

**Answer: C**

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

In a safety culture, SRE emphasizes psychological safety so engineers can work effectively in production without fear of blame. However, safety never removes accountability. Engineers must take responsibility for their actions, decisions, and assumptions, particularly during incidents.

The Site Reliability Engineering Book, Chapter "Postmortem Culture," states:

"Blamelessness does not eliminate accountability. Individuals must still explain the context, assumptions, and reasoning behind their decisions so that the organization can learn." Google stresses that:

- \* Engineers must feel safe to act and report issues
- \* Engineers must remain responsible and accountable
- \* Accountability enables learning, not punishment

Why other options are incorrect:

- \* A Sharing incidents on social media violates confidentiality
- \* C Blameless postmortems are required, not skipped
- \* D Avoiding on-call is contrary to SRE responsibilities

Thus, B is correct.

References:

Site Reliability Engineering Book, "Postmortem Culture"

SRE Workbook, "Learning from Incidents"

## NEW QUESTION # 77

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