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HP HPE7-A03 Exam Syllabus Topics:

Topic	Details
Topic 1	• Propose the Solution: The focal point of this topic is creating the design documentation and the final design. Moreover, the topic also focuses on presenting the solution.
Topic 2	• Discover Requirements: This topic defines the goals and identifies the current environment and the objectives. Lastly, it also focuses on collecting information.
Topic 3	• Analyze Requirements: It focuses on determining possible high-level solutions. The topic also discusses mapping the needs into technical solutions and evaluating the proposed solution against project objectives and dependencies. Moreover, it also focuses on documenting assumptions.
Topic 4	• Architect the Solution: It measures your knowledge about identifying the solution options, designing high-level topologies, selecting the correct products, and determining the suitable overlay and underlay design. Additionally, the topic discusses how to verify that the design meets the original requirements.

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HP Aruba Certified Campus Access Architect Exam Sample Questions (Q44-Q49):

NEW QUESTION # 44
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 (980 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 10 GbE 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 the Internet connection is guaranteed.
Based on best practices, what should you recommend as the correct optic type for the connection between the IDF and the cabins?

- A. 10GBASE-T SFP+ RJ-45 30 m Cat6A Transceiver
- B. 10G SFP+ LC LRM 220 m MMF Transceiver
- C. 10G LC BiDi 40 km 1330/1270 XCVR
- D. 10G SFP+ LC SR 300 m MMF Transceiver

Answer: D

Explanation:
Comprehensive and Detailed Explanation From Exact Extract:
* Cabling Type in Use:Each cabin and technical room is connected to the IDF with a single OM2 multimode fiber pair. The maximum length to cabins is 60 meters, and to technical rooms 100-150 meters.
* Best Practice for 10 GbE over OM2:According to Aruba's Campus Access Design Guides and HPE Aruba CX switch transceiver support matrices:
* OM2 multimode fiber supports 10GBASE-SR optics up to 82 meters.
* Since the maximum run is 60 meters, 10GBASE-SR is fully supported with headroom.
* 10GBASE-LRM can reach 220 m on MMF, but is not required here because the fiber length is much shorter. SR optics are simpler, lower cost, and recommended in best practices when distances are within OM2 limits.
* 10GBASE-T RJ-45 (Cat6A) is not applicable, as the cabling is fiber, not copper.
* BiDi 40 km optics are for long-haul single-mode fiber links, not short multimode fiber runs.
* Aruba Validated Design Reference:Aruba's Validated Solution Guides for Campus Access state that for short multimode connections (OM2/OM3/OM4), the recommended transceiver type is
10GBASE-SR (SFP+ LC) as it provides the most cost-effective and reliable option within the supported reach.
* Requirement Mapping:
* Uplinks to access switches in cabins/technical rooms must be 10 GbE capable.
* The OM2 cabling length (60-150 m) is within the supported distance for 10GBASE-SR.
* Therefore, the correct and most efficient optic choice is 10G SFP+ LC SR 300 m MMF Transceiver.
Final Justification:
Option B is correct because 10GBASE-SR over OM2 supports the required distances, aligns with Aruba design best practices, and avoids unnecessary cost/complexity of LRM or BiDi optics.
Reference Extracts (Aruba Official Study & Design Guides):

* Aruba Campus Access Design Guide: recommended transceiver selection for MMF cabling.
* Aruba CX Transceiver Guide: 10GBASE-SR supports OM2 up to 82 m, OM3 up to 300 m, OM4 up to 400 m.
* Aruba Validated Solution Guide: Always select SR optics for OM2 # 82 m runs as the cost-effective standard.

NEW QUESTION # 45
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 10 GbE 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 best practices, what should you recommend as the most cost-effective switch model for the cabins?

- A. HPE Aruba Networking 6200F 12G Class4 PoE 2G/2SFP+
- B. HPE Aruba Networking 6000 12G Class4 PoE 2G/2SFP
- C. HPE Aruba Networking 6100 12G Class4 PoE 2SFP+
- D. HPE Aruba Networking 6100 24G Class4 PoE 4SFP+

Answer: C

Explanation:
Comprehensive and Detailed Explanation From Exact Extract:
* Key Cabin Requirements:
* Each cabin requires a single small form-factor access switch.
* Must support 10 GbE uplink toward the distribution switch.
* Must provide PoE to power in-room devices or APs.
* Must be cost-effective - the CIO does not want wasted ports.
* Aruba CX 6100 Series Fit:
* The Aruba CX 6100 series is designed for cost-sensitive edge deployments where simplicity and PoE are required.
* The 12-port variant (6100 12G Class4 PoE 2SFP+) provides:
* Exactly the right number of access ports for cabin needs.
* 10 GbE uplinks through its SFP+ ports.
* Class 4 PoE support for powering access points or IoT devices.
* Fanless design options, important for quiet in-room installations.
* This ensures no wasted ports, aligning with the CIO's requirement to minimize unused capacity.
* Why not the other options?
* A (6200F 12G PoE 2SFP+): The 6200F is higher cost and aimed at larger campus edge deployments with richer feature sets, making it less cost-effective for single-cabin use.
* B (6100 24G PoE 4SFP+): Provides 24 access ports, which would be overprovisioned (wasted ports) in cabins where only 1-2 devices need connectivity.
* D (6000 12G PoE 2SFP): The 6000 series is more limited in features, and does not support 10 GbE uplinks, which are required by the CIO for increased traffic handling.
* Aruba Design Guide Reference:

* Aruba ESP Campus Access Design recommends CX 6100 switches for cost-optimized edge /cabin scenarios.
* 10 GbE uplink requirement and PoE needs align directly with the CX 6100 12-port model with 2x SFP+ uplinks.
* This model provides the most cost-effective, right-sized, and standards-compliant option for cabin switches.
Final Justification:
The correct and most cost-effective model for the cabins is the Aruba CX 6100 12G Class4 PoE 2SFP+, which provides PoE, supports 10 GbE uplinks, avoids wasted ports, and matches Aruba best practices for cabin access switches.

NEW QUESTION # 46
A global cruise line company needs to refresh its current fleet. They win refresh the insides' of the ship to be cost-effective and increase their sustain ability. They Mill replace the complete WLAN/LAN hardware of the ship. In this refresh, the company will not refresh Us 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 0S1. Each cabin is connected by a single
0M2 pair to the IDF. the maximum length is 60 meters (200 ft). Each technical room is connected by a single
0M2 pail 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 10GbEto 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 correct optic type for the connection between the IDF and the cabins?

- A. Aruba 106 SFP- LC LRM 220 m MMF Transceiver
- B. Aruba 106 SFP- LC SR 300 m MMF Transceiver
- C. Aruba 10G LC BiDi 40 km-D 1330/1270 XCVR
- D. Aruba 10GBASE-T SFP- RJ--35 30 m Cat6A Transceiver

Answer: B

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.

NEW QUESTION # 47
What is the best practice for using VSX at the core of a 3-tier design?

- A. You should Implement VSX at the core when the aggregation layer operates at layer 2 only.
- B. You should implement VSX at the core when the aggregation layer is layer 3 only with OSPF-routed traffic forwarding Between the core and aggregation layers.

- C. VSX-lags allow the collapsed core to connect directly to services such as gateways and services only so long as spanning tree is used to prevent loops.
- D. You should never implement VSX at the core of a 3-tier redundancy core.

Answer: B

Explanation:
In a 3-tier network design consisting of core, aggregation, and access layers, the implementation of Virtual Switching Extension (VSX) at the core is considered a best practice when the aggregation layer functions primarily at Layer 3 with routing protocols like OSPF facilitating traffic forwarding between the core and aggregation layers. This design choice, as verified by Aruba Campus Access documents, leverages the high availability and redundancy features of VSX technology while maintaining efficient and scalable routing at the aggregation layer. Implementing VSX at the core in such a scenario ensures seamless failover and redundancy, minimizing the risk of downtime and ensuring consistent performance across the network. The core layer, equipped with VSX, provides a robust and resilient backbone for the network, facilitating efficient traffic management and routing decisions, which is critical for large-scale enterprise networks.

NEW QUESTION # 48
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 single-mode fiber (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 (980 ft), type used is OS1. Each cabin is connected by a single OM2 pair to the IDF, maximum length 60 m (200 ft). Each technical room is connected by a single OM2 pair to the IDF, with lengths 100-150 m (320-500 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 10 GbE 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 the Internet connection is guaranteed.
A 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. For their POS (Point of Sale) systems, they need a low-latency network connection between the POS system and the PCS 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?

- A. Standardize on 6300 switches for the edge, 8325 for the RR, 8360 for the stub/border, 9240 for the WLAN Gateway, and utilize HPE Aruba Networking Central NetConductor.
- B. Standardize on 6300 switches for the edge, 8320 for the RR, 8360 for the stub/border, and utilize HPE Aruba Networking Central NetConductor.
- C. Standardize on 6200 switches for the edge, 8325 for the RR, 8360 for the stub/border, and utilize HPE Aruba Networking Central NetConductor.
- D. Standardize on 6300 switches for the edge, 8320 for the RR, 8360 for the stub/border, 9240 for the WLAN Gateway, and utilize HPE Aruba Networking Central NetConductor.
- E. Standardize on 6300 switches for the edge, 3320 for the RR, 8320 for the stub/border, 9240 for the WLAN Gateway, and utilize HPE Aruba Networking Central NetConductor.

Answer: A

Explanation:
Comprehensive and Detailed Explanation From Exact Extract:
Aruba's ESP Campus Access Design and NetConductor Architecture guides outline the validated roles of devices in dynamic segmentation deployments.
* Access Layer (Edge): Aruba CX 6300The CX 6300 provides 10 Gb uplinks to distribution, advanced features like VXLAN and EVPN, and support for role-based access control at the edge. It is the recommended choice for modern edge deployments in an ESP fabric.
* Route Reflector (RR): Aruba CX 8325The CX 8325 is optimized for routing and control-plane operations. As a route reflector, it scales overlay BGP sessions and distributes policies/roles through the fabric. It is explicitly referenced as the ideal RR platform in Aruba ESP campus validated designs.
* Stub/Border: Aruba CX 8360The CX 8360 family provides advanced aggregation and fabric services.
It supports VXLAN, EVPN, and border routing functions, making it the right choice for stub/border persona in ESP designs.
* WLAN Gateway: Aruba 9240The Aruba 9200/9240 series gateways provide role-based policy enforcement for tunneled WLAN traffic. They terminate GRE/IPsec tunnels from APs, enforce user policies, and forward into the fabric. This is critical to meet the requirement of tunneling all WLAN user traffic for enhanced security.
* Dynamic Segmentation with NetConductorAruba Central NetConductor enables centralized definition and orchestration of user roles and segmentation policies. Roles are automatically enforced across the fabric using VXLAN with Group-Based Policy (GBP). This supports both centralized tunneling (for WLAN traffic) and distributed segmentation (for wired POS traffic requiring low latency).
* Requirement Mapping:
* Low-latency POS traffic # Distributed role enforcement within the fabric via 8360/8325.
* Secure WLAN traffic # User traffic tunneled to the 9240 gateway for role-based enforcement.
* 10 Gb uplinks and redundancy # Provided by 6300 edge switches with dual power options in technical rooms.
* ESP architecture # NetConductor automates overlay, segmentation, and role orchestration.
Other options are eliminated because:
* A uses 3320 for RR, which lacks overlay fabric scalability.
* B uses 8320 for RR (possible, but Aruba recommends 8325 for RR roles in NetConductor designs).
* D omits the WLAN Gateway, which is required to tunnel WLAN traffic.
* E uses 6200 at the edge, which does not provide the required 10 Gb uplink capability.
Therefore, Option C is the only design that fully satisfies the cruise line's requirements while aligning with Aruba's ESP Campus validated architectures.
Reference Extracts (Aruba Official Study & Design Guides):
* Aruba ESP Campus Design Guide: device personas (edge, RR, stub/border, gateway) and NetConductor integration.
* Aruba NetConductor Technical Overview: VXLAN-GBP, dynamic segmentation, and centralized role enforcement.
* Aruba Dynamic Segmentation Solution Overview: tunneling of WLAN traffic, role-based security across wired and wireless.
* Aruba CX Switch Series Data Sheets: CX 6300 (edge with 10 Gb uplinks), CX 8325 (RR), CX 8360 (border/stub), Aruba 9240 (WLAN gateway).

NEW QUESTION # 49
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