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Exam : **ACE**

Title : Aviatix Certified Engineer
(ACE) program

Version : DEMO

1.DRAG DROP

Aviatrix platform provides rich capabilities around networking, security and operations in public cloud networks. In addition to Aviatrix Transit, it also helps customers overcome limitations of native public cloud constructs. Below, match the Aviatrix platform capability for AWS Transit Gateway (TGW) with the appropriate problem description.

AWS TGW Route Approval	Customers are responsible for managing route tables at TGW and all the VPCs which is a huge administrative and technical overhead for customers.
AWS TGW View	Inability to have consolidated list of VPCs across AWS TGWs, accounts, regions with CIDRs, IDs etc.
AWS TGW Route Audit	If someone makes a mistake and inserts bad routes, manually or via automation such as terraform, there is no ability to catch this common issue.
AWS TGW List	With multiple Transit Gateways and VPCs attached to them, there is a need for visualization to map how VPCs and TGWs are connected.
AWS TGW and VPC route table orchestration	When a route is advertised over BGP, this route is automatically propagated to all VPCs. There needs to be an ability for the network engineers to approve the route before it is propagated.

Answer:

AWS TGW Route Approval	Customers are responsible for managing route tables at TGW and all the VPCs which is a huge administrative and technical overhead for customers.	Customers are responsible for managing route tables at TGW and all the VPCs which is a huge administrative and technical overhead for customers.
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2.DRAG DROP

Match the Azure transit option below to the description which best describes it:

DRAG THE BOXES TO MATCH THE ANSWERS

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Using an NVA	?	While undocumented and not preferred by the MSFT Product Groups, this is the most common transit routing mechanisms deployed by customers
Hairpinning through MSEE (Microsoft Enterprise Edge) routers	?	This method can provide more granular control but UDR management at scale can become problematic
VNET Peering	?	While the preferred option by Microsoft Product Group, this option fails to scale as customer grow due to the 1 to 1 mapping this method depends upon.

Answer:

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Using an NVA	Hairpinning through MSEE (Microsoft Enterprise Edge) routers	While undocumented and not preferred by the MSFT Product Groups, this is the most common transit routing mechanisms deployed by customers
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3.A Customer has 100 VPCs in GCP that they want to be able to route between.

What are some of the solutions customers can use. Each option represents a complete solution.

(Choose 2)

- A. Google already provides global routing for inter-VPC traffic
- B. Use Aviatrix Transit solution to connect the VPCs with a Transit VPC running Aviatrix Gateways
- C. Manually configure routing tables in each VPC
- D. Use Google Routers
- E. Build full mesh connectivity using VPC Peering

Answer: A,B

4.Operations team has noticed that during the peak working hours, Aviatrix Gateway's throughput utilization stays around 80% of the current instance size. A decision has been made to scale up the instance size to provide more throughput.

Which below statement accurately describes instance sizing of Aviatrix Gateways?

- A. Aviatrix Gateways can scale down but not scale up
- B. Aviatrix Gateways instance size has to be chosen at deployment and can't change later
- C. Aviatrix Gateways can scale up but not scale down
- D. Aviatrix Gateways can scale up and down both

Answer: D

5.Choose the two best statements that describe challenges of deploying a NextGen Firewall (NGFW) in public cloud. (Choose 2)

- A. Reduced visibility due to NAT
- B. Firewalls can only be deployed in Active/Standby
- C. Reduced firewall feature availability
- D. Reduced effective throughput of the NGFW
- E. Firewalls can only be deployed in Active/Active

Answer: A,B