

- It is easier to just reload the approach, but it's only with a calm head that you'll think of that over manually adding a hold. (**Frank**)
- Reloading the approach is the best option because it's something everyone who flies with a GPS knows how to do. (**John**)
- Slowing down is the first thing that should happen when you get holding instructions, or new instructions. Second, suspend the outbound leg so you don't activate it. (**John, Frank, Kevin, and Doug**)
- If you slow down, you might not even have to fly the hold. (**Doug**)
- ATC created this situation, so take advantage of their help to keep things simple and not cause more issues. (**Bruce**)
- I am going to try and reload the approach one time. But any fumbling means getting a delay vector. (**Catherine**)
- You must suspend the GPS outbound for a hold on a localizer as part of an approach, or it will switch to VLOC inbound and you'll lose the ability to suspend. (**Doug**)
- ATC can't assign you a speed in a hold, However, you must abide by speeds until you get to the hold. If that's true, ask to slow down now. (**Kevin**)

"I think they see 'instrument training' on my flight plan and say, 'Oh, let's give him a hold.' I can't tell you how many unpublished holds I've gotten over the years of giving instruction." — Doug

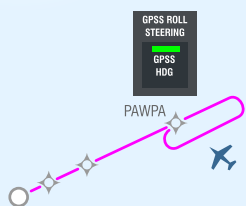
- You might not get the hold if you happen to load from the wrong fix. (**Bruce**)
- As long as you are in the protected area of the hold ATC doesn't care what the hold looks like. (**Kevin and John**)
- You can request a distance in the hold rather than time. It's simpler. (**Doug, Kevin, John**)
- You can add an unpublished hold much faster on the iPad and use that for the non-inbound parts of the navigation. You can upload that hold to a navigator with the right hardware. (**Bruce and John**)
- Set your autopilot to heading mode before reloading the approach. (**Bruce**)
- Controllers select a position to hold based on traffic, airspace, the reason for holding, and more. (**Kevin**)
- Most controllers don't know what's easy for a pilot to do and what isn't. When one pilot does well, ATC expects that. When another one needs time it can get hectic. (**Kevin**)

EXPERT CHOICES

- 1 Frank, John, Doug, Kevin
- 1 4 Catherine
- 4 Bruce

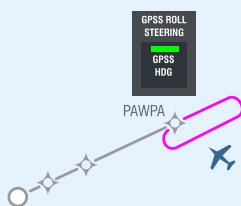
CHOICE 1

Reload the approach from PAWPA including the hold. Use the autopilot in GPSS mode to fly it.



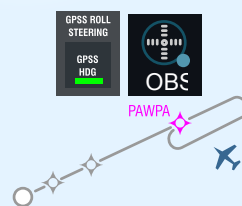
CHOICE 2

Create the holding pattern at PAWPA in the flight plan. Use the autopilot in GPSS mode to fly it.



CHOICE 3

Press OBS to suspend GPS sequencing at PAWPA. Set the appropriate course in the HSI and fly the hold in HDG mode.



CHOICE 4

Tell ATC you're unable to program the hold on such short notice and request delay vectors instead.

