

Incidents in air operations into XXXX AIRPORT.

I am very concerned with these operations. I have found this to be very a very challenging operation with a great deal of confusion present and I am not sure how to address this.

You may recall I submitted a report in January, most of which has been included in our XXXX AIRPORT pages but after this last flight I compelled to further comment. We arrived from XXX ARPT to find very heavy unforecast weather over the airport. I had loaded an extra 2 tons of fuel due various uncertainties on YYYY airspace and arrivals in XXXX AIRPORT.

The ATIS had originally given ILS 15 as the approach; this was then changed to ILS 10 then to ILS 28 then NDB 33 and finally did an ILS 15. We were given radar vectors to the east of the field for spacing, there was a large area of severe weather which required extensive deviating to avoid.

ATC kept trying to get us to fly the ILS 28 but there was severe weather over the approach end of the runway. It was becoming clear that we would not be able to do an approach from the east, after declining and NDB approach to 33 due to it being below minimums we requested a clearance to our alternate XXXX AIRPORT.

We were then offered an ILS 15 radar vectors, this was a better option than diverting on minimum fuel to a single runway alternate at night in heavy weather. We were given radar vectors to XX1 VOR at 3000 then surprisingly were told to "complete procedure to RW 15".

There are 47 pages of arrival procedures at this airport. There is a published hold at XX1 NDB so were able to do a course reversal on the published hold procedure and intercept the ILS at XYWPT for the approach.

After breaking out 400 feet, there were no approach lights on 15, only runway edge lights, we completed the landing in moderate rain.

There are several issues aside from the very difficult ATC environment

I am very concerned about multiple runway changes and mix of radar vectors and procedural approaches, lack of clarity on what is available.

They will frequently use runways that are Notamed closed, ATC requires extensive prompting and frequently ignores repeated calls and still carries on extensive conversation in local (rare) language.

All of these runway changes, re-briefs multiple pages of arrival procedures, bad weather and high terrain, I think there is a real potential for a miss-air here. I hope this report is not to rambling but I want convey some urgency in these issues. The feeling of uncertainty while operating here is stressful."