

<b>Facility Name:</b> Shell Creek Airpark		<b>Inspection Date:</b> 10/14/2025	
<b>Facility Type:</b> Airport		<b>Status:</b> Active	
<b>Inspection Date:</b> 10/14/2025		<b>Inspector:</b> David Smith	
<b>Location ID:</b> F13	<b>FAA Site No.:</b> 03455.1*A	<b>FDOT District:</b> 1	
<b>7.00 Miles E of Punta Gorda</b>		<b>County:</b> Charlotte	
<b>ARP Latitude:</b> 26° 58' 07.00	<b>Source:</b> Estimated	<b>Ownership:</b> Private	
<b>ARP Longitude:</b> 81° 54' 58.70		<b>Use:</b> Public	
<b>Elevation:</b> 20	<b>Source:</b> Estimated	<b>Sectional Chart:</b> MIAMI	

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> Frank V Moss/Richard Howe		<b>Facility Physical Address</b>	
<b>Address:</b> 36880 Washington Loop Rd		<b>Address:</b> 36880 Washington Loop Rd	
<b>City:</b> Punta Gorda	<b>State:</b> FL <b>ZIP:</b> 33982-9506	<b>City:</b> Punta Gorda	<b>State:</b> FL <b>ZIP:</b> 33982
<b>Phone:</b> (941) 456-2375	<b>Fax:</b>	<b>Phone:</b> (239) 770-6926	
<b>Email:</b> allmyav8@gmail.com			
<b>Owner Representative:</b> Frank Moss		<b>Facility Manager:</b> Nicole Williams	
<b>Address:</b> 142 Sinclair St SE		<b>Address:</b> 36880 Washington Loop Rd	
<b>City:</b> Port Charlotte	<b>State:</b> FL <b>ZIP:</b> 33952	<b>City:</b> Punta Gorda	<b>State:</b> FL <b>ZIP:</b> 33982-9506
<b>Phone:</b> (305) 218-0617		<b>Phone:</b> (941) 456-2375	
<b>Email:</b> spicermoss@gmail.com		<b>Email:</b> allmyav8@gmail.com	

<b>Acres:</b> 60	<b>Residential Airpark:</b> Yes	<b>Beacon:</b>	
<b>Section:</b> 28	<b>Township:</b> 40S <b>Range:</b> 24E	<b>Wind Indicator:</b> Yes	<b>Lighted:</b> No
<b>Lighting Schedule:</b>		<b>Notes:</b>	
<b>Attendance Schedule:</b> Month/Day/Hour		<b>Segmented Circle:</b> No	<b>Lighted:</b> No
ALL / MON-FRI / 0900-1700		<b>Facility Website:</b>	
		Ask in any new facility aeriels/photos are available	

<b>Based Aircraft</b>			
<b>Year:</b> 2011	<b>Single Engine:</b> 2	<b>Jet Engine:</b>	<b>Glider:</b>
<b>Source:</b> Inspector	<b>Multi Engine:</b> 2	<b>Helicopter:</b> 2	<b>Military:</b>
<b>Ultralight:</b>			
<b>Seaplane:</b>			
<b>Total Based Aircraft:</b>			

<b>Annual Operations</b>			
<b>Year:</b>	<b>Air Carrier:</b>	<b>Air Taxi:</b>	<b>GA Local:</b>
<b>End Date:</b>	<b>Commuter:</b>	<b>Military:</b>	<b>GA Itinerant:</b>
<b>Total Annual Operations:</b>			

FAR 139 Certificated

<b>FAA NavCom</b>			
<b>FSS ID:</b>	<input checked="" type="checkbox"/> PIE	<b>Clearance Delivery:</b>	<input type="checkbox"/>
<b>FSS on Airport:</b>	<input checked="" type="checkbox"/> No	<b>Ground Control:</b>	<input type="checkbox"/>
<b>Toll Free:</b>	<input checked="" type="checkbox"/> (800) WX-BRIEF	<b>Control Tower:</b>	<input type="checkbox"/>
<b>VorTac:</b>	<input type="checkbox"/>	<b>Approach Control:</b>	<input type="checkbox"/>
<b>AWOS/ASOS:</b>	<input type="checkbox"/>	<b>Unicom:</b>	<input type="checkbox"/>
<b>Instrument Approach:</b>	<input type="checkbox"/>	<b>ATIS:</b>	<input type="checkbox"/>
		<b>CTAF:</b>	<input checked="" type="checkbox"/> 122.900

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## Services

## Fuel:

A ☐  
 A1 ☐  
 A1+ ☐  
 B ☐  
 B+ ☐  
 Diesel ☐  
 E85 ☐  
 G100UL ☐  
 Mogas ☐  
 SAF ☐  
 UL102 ☐  
 80 ☐  
 85UL ☐  
 87 ☐  
 91/96 ☐  
 91/96UL ☐  
 100 ☐  
 100LL ☐  
 100VLL ☐  
 115 ☐

## Bottle Oxygen:

High ☐  
 Low ☐

## Bulk Oxygen:

High ☐  
 Low ☐

## Transient Storage:

Buoy ☐  
 Hangar ☐  
 Tie Downs ☒

## Airframe:

Major ☐  
 Minor ☐

## Power Plant:

Major ☐  
 Minor ☐

## Other Services:

Aerial Surveying ☐  
 Air Ambulance ☐  
 Air Freight ☐  
 Aircraft Rental ☐  
 Aircraft Sales ☐  
 Avionics ☐  
 Beaching Gear ☐  
 Car Rental ☐  
 Cargo ☐  
 Courtesy Car ☐  
 Charter ☐  
 Crop Dusting ☒  
 Glider ☐  
 Glider Towing ☐  
 Instruction ☐  
 Internet ☐  
 Lodging ☐  
 Parachute Jumping Area ☒  
 Restaurant ☐  
 Restrooms ☐  
 Taxi ☐  
 Telephone ☐

## Aircraft Charging Stations:

Electric Charging Stations ☐  
 Hydrogen Charging Stations ☐  
 Battery Charging Stations ☐  
 Solar Charging Stations ☐  
 Auto Charging Stations ☐

## Aircraft Electric Charging Power Rating:

Alternating Current ☐  
 Direct Current ☐

## Aircraft Electric Charging Station Plug Type

AC - J1772 ☐  
 AC - Mennekes ☐  
 DC - GB/T ☐  
 DC - CCS Type1 ☐  
 DC - CCS Type2 ☐  
 DC - MCS ☐  
 DC - CHAdeMO ☐  
 Other ☐

## Support Infrastructure:

Passenger Waiting Facility ☐  
 Aircraft Tug Station ☐  
 Deicing Equipment ☐  
 Battery Thermal Conditioning System ☐  
 Maintenance Platforms, Ladders, Inspection ☐  
 Provider of Services ☐  
 Fire Suppression/Extinguishing System ☐

Aircraft Cabin Thermal Conditioning Equipment ☐

Passenger/Cargo Loading Equipment ☐

## Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	2,600 x 90	Turf	Good	None

Comments:

**RWY 18**

FAR 77 Category A(V).

**RWY 36**

FAR 77 Category A(V).

Approach ratio required is RWY 18 20:1 and RWY 36 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

**Runway 18**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	26° 58' 20.1	81° 54' 59.4	Estimated	1:1	Cones-F	N	No	No	NONE

**Obstruction Data**

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		1:1	BRUSH		15 ft	15 ft	Before Runway End	75 ft L
Runway End									
Marked Displaced Threshold	No	600 ft	20:1	TREES		39 ft	165 ft	Before Runway End	115 ft L
Required Displaced Threshold									

**Runway 36**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	26° 57' 53.9	81° 54' 58.2	Estimated	16:1	Cones-F	N	No	No	NONE

**Obstruction Data**

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	Yes		16:1	TREE		28 ft	465 ft	Before Runway End	105 ft R
Runway End									
Marked Displaced Threshold	Yes	94 ft	20:1	TREE		28 ft	465 ft	Before Runway End	105 ft R
Required Displaced Threshold									

**Primary Surface and Safety Area**

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
FENCE	26° 57' 56.89	81° 54' 59.49	Estimated	110 ft	W	4 ft	No	No	No		

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## Deficiencies

Inspection Date 10/14/25

Next Inspection 10/31/26

## Mitigated Deficiencies

Rwy End: 18 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 18 approach surface ratio is 1:1 due to brush 15 feet tall, 15 feet before the approach end of the runway, 75 feet left of centerline.

Runway 18 threshold is displaced 600 feet.

Rwy End: 36 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 36 approach surface ratio is 16:1 due to tree 28 feet tall, 465 feet before the approach end of the runway, 105 feet right of centerline.

Runway 36 threshold is displaced 94 feet.

Rwy End: 36 In accordance with Chapter 14-60.007(2)(b)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the width of the primary surface is 250 feet.

Fence 4 feet tall, 0 feet before to 650 feet after the approach end of Runway 36, 110 feet west of centerline penetrates the primary surface of Runway 18/36.

Spoke with Ms. Nicole Williams, Airport Manager, during the inspection on October 11, 2018 and she advised they shifted the runway as much as possible to avoid a holding pond from being inside the runway safety area.

A comment is currently published on the FAA Chart Supplement advising flight crews of the unlighted obstruction inside the Primary Surface of Runway 18/36.

## License

Effective: 02/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 01/31/2027

☐ VFR Use Only

## Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

## A. This Airport has the following landing areas and approach limitations.

## 1. Runway 18/36 is available for visual approaches only.

a. Runway 18 is FAR 77 category A(V).

b. Runway 36 is FAR 77 category A(V).

## 2. Runway 18 threshold is displaced 600 feet.

## 3. Runway 36 threshold is displaced 94 feet.

## B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.

The department may license a public airport that does not meet standards only if it determines that such an exception is justified by unusual circumstances or is in the interest of public convenience and does not endanger the public health, safety, or welfare. Such a license shall bear the designation "special" and shall state the conditions subject to which the license is granted.

## 1. Runway 36 has a fence 4 feet tall, from the approach end of the runway to 650 feet after the runway, 110 feet left of centerline that penetrates the primary surface of Runway 18/36.

## Additional Licensing Remarks: