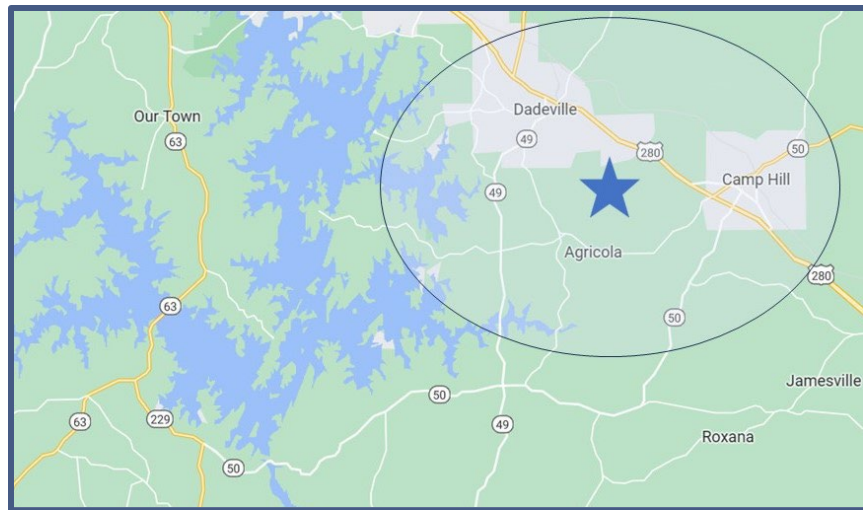




Private Airport Development in Dadeville
For Area Residents and Visitors



Project by

GRACEN JULES ✦

September 2026



The Lake Martin Airport will be a private-use/full-service airport located on the east side of Lake Martin in the Dadeville area, and will feature a 3,500' asphalt runway, GPS approach, full-time/part-time hangar basing, FBO-style reception, large arrivals ramp with aircraft porte-cochere, Avgas/jet truck fueling, and hangar development parcels for fee simple purchase.

20 T-hangar units will also be available for fee simple purchase starting at \$275,000 (no underlying ground lease), and each unit will feature 45' wide x 14' high electric bi-fold doors, 40' tail depths, insulation, light fixtures/outlets, and rough-in plumbing. The hangar development parcels start at \$65,000 and will be separately platted for 50' and 60' box hangar construction.

Prospective airport tenants can be matched by the airport towards joint/shared hangar purchases, and hangar owners retain all revenue associated with part-time hangar rental if open to scheduled use by remote airport tenants. Non-pilots can also join the airport for access via air charter, pilot-friends, etc.

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All airport tenants pay proportional monthly fees and are required to purchase a minimum annual fuel volume to support airport operations. Full-service/plane-side fueling can be arranged on the ramp or at the hangar, and complimentary long-term car parking and regular exercising provided by airport staff.

Investors are welcome to purchase both T-hangars and hangar development parcels towards leasing and resale, and the development parcels can be combined to build larger hangars for aircraft basing and/or commercial operators.

Finally, the FBO-style reception facility features ample soft seating, kitchen/vending, a conference room, luggage carts and a 6-seat electric cart for ramp and hangar transits. The facility is available to all airport tenants/members for private events, and a covered ramp-side porch facilitates indoor/outdoor gatherings.

Hangar pricing and Tenant fees are summarized below – airport site plan and facility floorplans follow.

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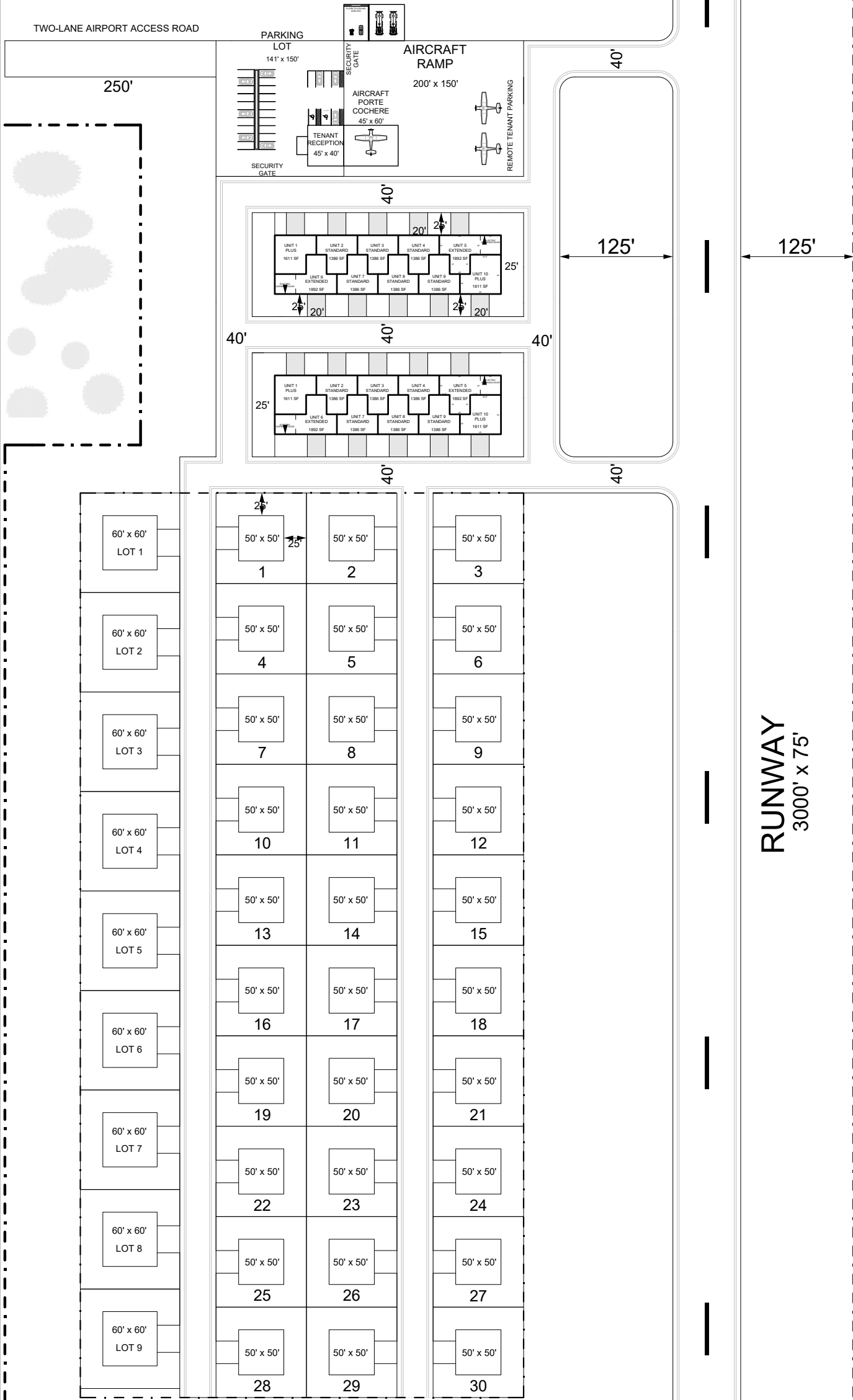
Hangar	Area SF	Sale Price	Build Deposit	Monthly Tenant Fee	Annual Min Fuel Gallons	Total Available Units	Est. Hangar Closing Cash	Est. Monthly Debt Service*
T-Hangar Standard	1,386	\$275,000	\$82,500	\$400	800	12	\$55,000	\$1,798
T-Hangar Plus	1,611	\$325,000	\$97,500	\$450	800	4	\$65,000	\$2,125
T-Hangar Extended	1,892	\$350,000	\$105,000	\$500	800	3	\$70,000	\$2,289
50' Hangar Lot Sales	2,500	\$65,000.00	\$32,500	\$600	800	30		*Assumes 80% LTV, 20-Yr Am, 7.5% Int.
60' Hangar Lot Sales	3,600	\$75,000.00	\$37,500	\$700	800	9		
Remote Tenants	-	\$2,500	-	\$250	400	-	*Remote Tenants can join for part-time airport basing and hangar storage.	
Non-Pilot Members	-	\$4,000	-	\$300	0	-	*Non-Pilots can join for airport access via air charter, pilot-friend, etc.	
*One-Time Enrollment Fee for Remote Tenants and Non-Pilot Members listed in 'Sale Price'.				*Monthly Tenant Fees and Annual Min Fuel Gallons begin at airport opening regardless of hangar occupancy status.				

**Lake Martin Airport to be developed by Gracen Jules LLC, an aviation venture firm based in New Orleans. Airport property acquisition is pending, and the airport development is contingent on ALDOT/FAA approvals and certifications. Gracen Jules LLC does not represent, warrant or guarantee that the airport will be constructed as described above and will only proceed with airport construction if it determines, in its sole discretion, that the airport property acquisition, development conditions and ALDOT/FAA project requirements are acceptable, and enough hangar units and development lots have been sold to proceed with airport construction.*

TREES
(LAND NOT CLEARED)

(APPROX. 752,102 SF)

AIRPORT EQUIPMENT SHED
3000 GAL JET & AVGAS REFUELERS
LINE/LANDSCAPE VEHICLES & EQUIPMENT
40' x 67'



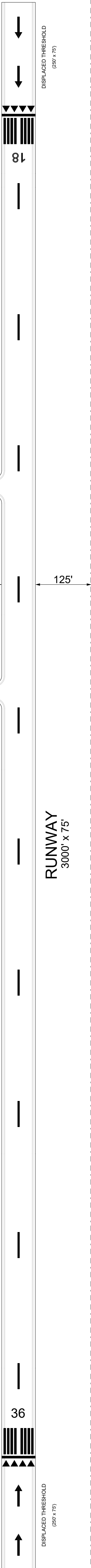
TREES
(LAND NOT CLEARED)

(APPROX. 706,251 SF)

OBJECT FREE
AREA

(300' FROM RUNWAY
THRESHOLD)

Plus 450' that is either owned or obstruction-controlled through perpetual agreement. Applies to both runway ends towards a vertical parcel requirement of 5,000'.



OBJECT FREE
AREA

(300' FROM RUNWAY
THRESHOLD)

