

REDLINE AVIATION

**Shared jet ownership, built
by an owner-operator.**

Not a charter seat, not a jet card: a real ownership stake in one specific airplane, run day to day by a professional management company, with an owner-operator's standards behind it.

WHO WE ARE

Built by an owner-operator.

I've spent my career as a private owner-operator and pilot, and the last nine years as a jet owner. Buying, maintaining and flying my own Citations taught me — often the expensive way — what it actually takes to keep a jet safe, available and affordable.

Redline Aviation is that experience turned into a business model: find the right airplane at the right price, structure it so a few owners can share it, and run the ground side the way an owner would want it run.

The goal was to take everything I learned as the guy who owned the airplane by himself and build a better mousetrap — real shared ownership that a business owner can actually afford. I wouldn't sell a share in an airplane I wouldn't put my own family on.

Shane Redline

Founder, Redline Aviation

21

years as a private owner-operator and pilot

5,800+

hours in the left seat

7

Citations personally owned and operated

65+

aircraft acquired; 20+ in the fleet today

4

bases across Texas and Florida

THE REDLINE STANDARD

Who it's for

Most of our owners are small- and mid-size business owners who were done with the airlines — the delays, the connections, the cancellations — and never needed a whole jet. The model exists to open that door.

Safety is the first decision

Salaried, insurance-approved pilots through the management company. Maintenance that is never deferred to save a dollar. Cost-effective never means a corner cut.

What you own, and how it works.

01 — OWNERSHIP

Part of one airplane. Not part of a fleet.

Buying a Redline share means buying part of one particular airplane — a Citation Ultra, a CJ, a King Air 350 or a Hawker — as little as a quarter of it, or all of it. No airplane ever has more than four owners, which keeps the calendar open and the airplane feeling like yours.

Each aircraft is held in its own LLC, and your name is on that ownership. It's tied to one tail number, not to a fleet, a program or a card.

03 — YOUR CALENDAR

You pick the day. You pick the time.

When you want to go, you go. No dates the airplane is off-limits, no holiday premiums, no fee for deciding late, no penalty for changing plans.

Each owner reserves the dates that matter most well ahead of time; the rest of the calendar is open, and there's no limit on how many hours a year you fly.

02 — YOUR AIRPLANE

The same jet, every time.

Same tail, same interior, same pilots. Your drinks stocked the way you like them, your gear stowed where you left it, and a crew that greets your family by name.

There's no contract clock running. Nothing expires, nothing resets, and nobody takes the airplane back at the end of a term.

04 — HOME BASE

Based where you are.

Your airplane is hangared at your home base, and every trip starts and ends there. In the Dallas–Fort Worth area, owners can depart from any of the local airports, not just Meacham.

Amarillo, TX

**Fort Worth, TX ·
Meacham**

Houston, TX

Stuart, FL

Not a charter. Not a card.

Redline doesn't sell flights, and it doesn't sell hours. Our owners fly in the airplane they bought. Every aircraft operates under Part 91, specifically §91.501, and the owners hold 100% operational control — the legal line between owning an airplane and buying a charter.

WHO DOES WHAT

Redline

Buys the airplane and sets up the ownership.

- Finds, inspects and buys the aircraft
- Has our attorney draw up the ownership structure
- Sells the shares
- Keeps the ground side cheap: in-house maintenance, negotiated fuel and hangar pricing

The management company

Hired by the owners. Runs the airplane.

- Provides and schedules the pilots
- Schedules and tracks the maintenance
- Arranges the insurance and hangar space
- Pays every expense and bills the owners monthly

All you need to decide is which color aircraft you want, where you want to go, and when you want to get there. The rest is taken care of.

You own it. They run it.

What it actually costs.

The big fractional programs sell a 1/16 share with a price tag to match. Here's a 25% Redline share next to it.

SIDE BY SIDE	BIG FRACTIONAL PROGRAMS	REDLINE
Share size	1/16 of an airplane	25% up to the whole airplane
Buy-in	\$500,000 – \$800,000 for a 1/16 share	\$250,000 – \$650,000 for a 25% share, depending on the airplane
Monthly management	\$12,000 – \$15,000 per owner	About \$2,000 on average, billed by the management company — fee, insurance, maintenance tracking, hangar
Hourly	From \$7,000, and up	What the airplane burns: roughly \$2,250 in a Citation Ultra or CJ, \$3,800 in a Hawker 800XP
What you're buying	A sliver of a fleet	One specific airplane

HOW YOU PAY

Most owners put 20% down and finance over ten years; the rest write a check. The fixed costs that make a sole-owned jet expensive are split three or four ways, and depreciation passes through to you on a K-1 — have your CPA run the numbers for your situation.

Fractional-program figures are approximate published ranges for a 1/16 share and vary by provider and aircraft. Redline figures reflect current 25% share pricing and management-company averages; hourly figures are variable operating cost.

What makes it different.

05 — OPEN BOOKS

Nothing hidden in a monthly bill.

Your statement breaks out what the airplane actually cost — fuel, hangar, insurance, crew, maintenance — rather than folding it into one figure you can't check.

Each aircraft has a separate operating account and maintenance reserve, and owners can look at both at any time. Most owners have to chase their management company for an explanation of a charge. Ours arrive explained.

07 — FUEL AND HANGAR

Lowest cost on the field, passed through.

Where we own the FBO and hangars, you fly out of ours. Where we don't, we negotiate industry-leading, lowest-cost fuel and hangar pricing for the whole fleet — and every bit of it passes through to you.

Owning a single jet means paying list price for everything. Owning a piece of ours means you don't.

Crew time is billed at no more than two pilot days per trip; on longer stays the pilots airline home and return when you're ready.

06 — IN-HOUSE MAINTENANCE

The biggest hole in jet ownership, closed.

Maintenance is where jet owners get taken advantage of more than anywhere else — shop rates that drift, hours that get padded, parts nobody checks. We eliminated it.

Our mechanics are on the Redline payroll. The work on your airplane is done by our own team, at a cost we control and show you line by line.

08 — READY TO FLY

Done before you write the check.

The twelve months most buyers spend searching, inspecting and negotiating — we've already spent. By the time you see a share, the airplane has been bought, the structure is drawn, and the management company is in place.

Most owners take their first trip within a month of closing.

NEXT STEP

Let's talk about how you fly.

Shoot me a call or text. Let me know where you fly, how often you fly, and what your budget is.

And then you can decide if flying private is for you.

TALK TO THE FOUNDER

Shane Redline

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I'LL LET YOU KNOW

What aircraft suits you best

What your acquisition cost looks like

Your annual spend

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