

Antti Kääriäinen

Curriculum Vitae



I was born 1981, so my age at the moment is a bit less than 38 years. I have been flying since 2004. Back then I started my aviation career with COMCO Ikarus C42. As previous occupation before the aviation career I served the Finnish military from 2001-2007 in the land forces, specifically support and logistics domain. I have had my aviation training at the Finnish Aviation Academy from 2007 until 2009 with a frozen ATPL and BE300/IR type rating. I have obtained my FI certificate in Madrid, Spain in 2009 and in 12/2009 I started to run a small ATO (previously FTO) with my associate, specialized in GA. We have no CPL or ATPL training, focusing only on GA needs. Thanks to the flight school business started already the pre-EASA era I have obtained some knowledge as regards the EASA processes, especially in the field of flight crew licensing, GA training and Part-M. The most recent acquisition made by my small company is a Rotax - Cessna C150 conversion STC. Right now we are focusing on Part-21 as we want to do some minor changes to the STC, so we shall become familiar with this sector of GA as well.

I have been a member of Finnish Aeronautical Association since 2011 when I started to do voluntary work for powered flying. I have been the Finnish EFPU representative for some years now.

As my daily profession I used to fly A320 for Finnair as co-pilot and just recently I started flying long haul operations as co-pilot on the A350.

As mentioned above, as a hobby I run a small flight school with my friend with one full time instructor, and one part time secretary. The fleet consist of 1 standard Cessna C150, 1 Rotax conversion C150. We offer IFR training with a PA-28 and seaplanes training with a C172.

I am also FE(A) and FIE. If needed I still have my ultralight licence valid with FI and inspector ratings for both water and land operations.

I also like to build amateur aircraft. I have built one PIK11, and did an engine conversion on a C175. The next project is to put it on floats. I still fly ultralights, especially from water (actually I am operating one amphibious ultralight from my home during summer time). Other activities besides the flying are almost all kinds of sports. I am part of a family business, me and my two siblings together with my parents are running a small brewery and distillery, and some summer cafeterias.

In earlier times I undertook aerotow operations for sailplanes with an amateur designed and built PIK-27 and I have had glider licence as well. In pre-EASA times it was a national requirement in Finland to possess a glider licence when one wanted to tow sailplanes. I also have tried parachuting, I have logged some 80 jumps, so I am a bit familiar with this activity as well.

My hobby homebase is Lahti Vesivehmaa Airport (EFLA) and the most recent project for us is to create national legislation allowing IFR operations without ATC in uncontrolled airspace.