

High level of work stressors increase the risk of mental-emotional disturbances among airline pilots

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Abstrak

Pekerjaan sebagai pilot penerbangan sipil dipandang sebagai pekerjaan dengan tingkat stres yang sangat tinggi. Penelitian ini bertujuan untuk mengidentifikasi pengaruh stresor kerja dan faktor lainnya terhadap gangguan mental-emosional pilot penerbangan sipil. Penelitian dilakukan secara cross-sectional melalui wawancara dengan menggunakan kuesioner khusus terhadap pilot-pilot sebuah penerbangan sipil yang sedang melakukan pemeriksaan kesehatan rutin bulan Mei - Juli 1999 di Jakarta. Lima aspek stresor kerja yang dinilai adalah kondisi kerja, aspek fisik lingkungan kerja, pengembangan karir, organisasi dan aspek hubungan interpersonal. Penilaian gangguan mental-emosional menggunakan kuesioner Symptom Checklist 90 (SCL 90). Analisis statistik menggunakan risiko relatif dengan regresi Cox dengan waktu tetap. Sebanyak 109 kuesioner dapat dianalisis dari 128 subyek yang diwawancara. Sebagian besar subjek berstatus menikah (73,4%) dan memiliki ijazah D3 (91,7%). Jumlah subyek yang berpangkat captain dan first officer hampir sama. Prevalensi gangguan mental-emosional 39,4%. Faktor-faktor yang dominan berkaitan dengan gangguan mental-emosional adalah stresor kerja dan ketegangan dalam rumah tangga. Responden dengan stresor kerja yang tinggi dibandingkan dengan yang rendah mempunyai risiko 4,6 kali mengalami gangguan mental-emosional dari pada responden dengan stresor kerja rendah [risiko relatif (RRa) = 4,64; 95% interval kepercayaan (CI) = 1,01-19,65]. Penatalaksanaan yang memadai diperlukan dalam menangani stresor kerja dan ketegangan rumah tangga yang mempengaruhi timbulnya gangguan mental-emosional. (Med J Indones 2007; 16:117-21)

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Civilian airline pilots have one of the most stressful occupations. The aim of this study was to identify the effect of work stressors and other factors on mental-emotional disturbances among airline pilots. A cross-sectional study was done by interviewing selected pilots of an airline using appropriate questionnaires, during their routine medical examination from May to July 1999 in Jakarta. Five aspects of work stressor were assessed: working conditions, physical conditions of working environment, career development, organization and interpersonal relationship. Mental-emotional disturbances were determined by using the Symptom Checklist 90 (SCL 90) questionnaire. Data analysis was carried out using relative risk by Cox regression with constant time. From 128 subjects interviewed, 109 could be analyzed. Most of the subjects were married (73.4%) and college graduates (91.7%). The number of captains and first officers were almost equal. The prevalence of mental-emotional disturbances was 39.4%. Mental-emotional disturbances were significantly related to work stressors and moderately related to household tension ($P = 0.184$). Compared to pilots with low levels of work stressors, those with high or very high levels of work stressors had a risk of 4.6 times of mental-emotional disturbances [adjusted relative risk (RRa) = 4.64; 95% confidence interval (CI) = 1.01 ? 19.65]. Adequate guides to cope work stressors and household tension which related to mental-emotional disturbance is recommended. (Med J Indones 2007; 16:117-21)