

Pengaruh jam terbang total dan beberapa faktor dominan lainnya terhadap risiko distress pada pilot sipil di Indonesia = The effect of total flight hours and others dominant factors on distress risk among civilian pilots in Indonesia

Yuliana, author

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Abstrak

Latar belakang: Distres pada pilot dapat mengurangi tingkat kewaspadaan dan mengganggu proses pengambilan keputusan. Tujuan penelitian ini mengidentifikasi pengaruh jam terbang total dan faktor dominan lainnya terhadap risiko distress di antara pilot sipil di Indonesia.

Metode: Studi potong lintang dengan sampling purposif pada tanggal 1-14 Mei 2013 terhadap pilot yang sedang melakukan pemeriksaan medik (medEx) di Balai Kesehatan Penerbangan, Jakarta. Pilot mengisi langsung dan tanpa nama data demografi dan pekerjaan, kuesioner strategi koping dan stresor di rumah. Pengukuran distress menggunakan Self Reporting Questionnaire-20 (SRQ-20) dengan titik potong 5/6, self rating dan anonymous. Risiko distress dianalisis menggunakan risiko relatif (RR) dengan regresi Cox dengan waktu konstan.

Hasil: Dari 209 pilot yang berlisensi Private Pilot (PPL), Commercial Pilot (CPL) dan Air Transport Pilot (ATPL) didapatkan 13,4% berisiko distress. Pilot dengan jam terbang total 6000-12999 jam dibandingkan dengan 59-5999 jam berisiko distress 6 kali lipat [risiko relatif suaian (RRa) = 5,83; P = 0,000], sedangkan pada jam terbang total 13000-29000 berisiko distress 8 kali lipat (RRa = 8,42; P = 0,000). Pertengkaran di keluarga 2 kali lipat mempertinggi risiko distress (RRa = 2,47; P = 0,006), sedangkan penggunaan koping beragama 51% mengurangi distress (RRa = 0,49; CI = 0,97-1,06; P = 0,051).

Kesimpulan: Jam terbang total 6000 jam atau lebih dan pertengkaran di keluarga mempertinggi risiko distress, sedangkan penggunaan koping beragama menurunkan distress pada pilot sipil di Indonesia.

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Background: Distress can reduce awareness and interfere of decision making. The aimed of this study to identify the effect of total flight hours to distress risk among civilian pilots in Indonesia.

Methods: Methode was used a cross sectional study with purposive sampling conducted on May 1-14, 2013 on working hours among pilots who did medical check up (MedEx) at Aviation Medical Center, Jakarta. This study use SRQ-20 with cut off point 5/6 to measure of distress, coping strategy and home stressor check list questionnaire which is a self-rating and anonymous. Data were analyzed with Cox regression with constant time.

Result: Of 209 pilots which has Private Pilot License (PPL), Commercial Pilot License (CPL), and Air Transport Pilot License (ATPL) there were 13.4% pilots had distress. Those who had total flight of 6000-12999 hours compared to 59- 5999 hours had 6-fold increased distress risk [adjusted relative risk (RRa) = 5.83; P =0.000]. Meanwhile, those who had total flight of 13000-29000 hours had 8- fold increased distress risk. Those who had family tension had 2-fold increased distress risk (RRa = 2.47; P=0.006). Meanwhile the using of religion coping could 51% decreased distress risk (RRa = 0.49; 95% CI = 0.97-1.06; P = 0.051).

Conclusion: Total flight hours on 6000 hour or more and tension in family have increased distress risk, on the other hand the using of religion coping decreased distress risk in civilian pilots.