

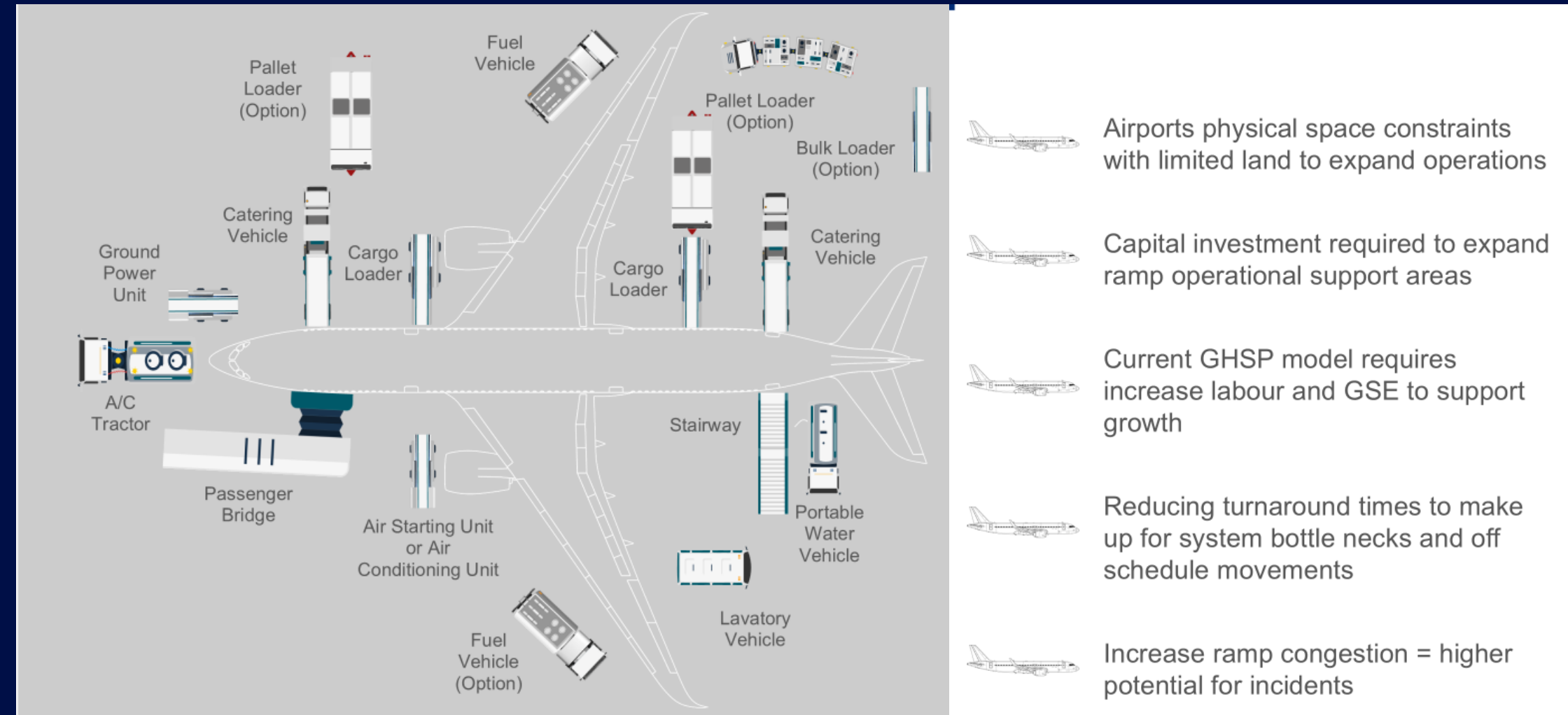
Risk and Strategy in Flight

Marsh Aviation Summit 2026

Data-driven ramp safety and
attritional loss reduction for
ground operations



Industry challenges around the ramp



IATA Safety Data

Evolution towards Enhanced Ground Support Equipment (Enhanced GSE)

- Most aircraft ground damage that occurs once the aircraft is stationary is caused by motorized GSE striking the fuselage of the aircraft.
- The widebody aircraft ground damage rate is ten times higher than narrowbody aircraft, but regional jets, turboprop, and narrow-body aircraft are 30% more prone to severe ground damage.
- Belt-loaders, cargo-loaders, passenger stairs and passenger boarding bridges (PBB), cause 40% of total incidents (Source: IATA ground damage incident data base).
- Transitioning 75% of the global fleet of belt-loaders, cargo-loaders, passenger stairs and PBB to Enhanced GSE, would reduce the current expected ground damage cost per turn rate by 42% (IATA estimate).



“Most Enhanced GSE is electrically powered, making it cleaner and more energy efficient. The transition to Enhanced GSE will contribute to our industry’s top priorities of safety and sustainability”

Nick Careen, SVP Operations, Safety and Security - IATA

Global ramp safety trends

Industry trends - the prevalence of ramp incidents and accidents

Ramp cases

27,000

~ 27,000 ~27,000 ramp cases a year
The Flight Safety Foundation has reported up to 27,000 airport ramp accidents and incidents annually.

Claims

900m

USD

USD 900M in 2024 claims
Attritional ground damage at airports in 2024 has been estimated to cost USD 900m in claims.

Losses

10bn

USD

Increase of losses by 2035
IATA estimates that attritional ground damage losses will increase to USD 10bn by 2035.

Workforce

60%

Lack of skilled workforce
IATA survey found that 60% of ground handlers do not have enough staff for smooth operations.

Thank you