

119<sup>TH</sup> CONGRESS  
2<sup>D</sup> SESSION

# H. R. 9229

To protect seaports from unmanned aircraft systems, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

JUNE 9, 2026

Mr. PATRONIS (for himself and Mr. HARIDOPOLOS) introduced the following bill; which was referred to the Committee on the Judiciary, and in addition to the Committee on Transportation and Infrastructure, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

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## A BILL

To protect seaports from unmanned aircraft systems, and  
for other purposes.

1        *Be it enacted by the Senate and House of Representa-*  
2        *tives of the United States of America in Congress assembled,*

3        **SECTION 1. SHORT TITLE.**

4        This Act may be cited as the “Seaport Security Act  
5        of 2026”.

6        **SEC. 2. FINDINGS.**

7        Congress finds that—

8                (1) drone technology has the potential to revo-  
9        lutionize commerce, military operations, law enforce-

1       ment, and numerous industries throughout the  
2       United States;

3           (2) drone technology also presents a significant  
4       potential danger to public safety and national secu-  
5       rity;

6           (3) drone technology is increasingly being de-  
7       ployed for criminal purposes, including drug traf-  
8       ficking, human trafficking, smuggling, and illegal re-  
9       connaissance;

10          (4) seaports in the United States are a poten-  
11       tial target for unmanned aircraft and drones;

12          (5) a drone attack on a seaport would pose a  
13       serious threat to the national and economic security  
14       of the United States;

15          (6) there are over 300 seaports in the United  
16       States which collectively handle 2.6 billion tons of  
17       cargo and 26 million cruise ship passengers each  
18       year; and

19          (7) current Federal law does not provide suffi-  
20       cient protection for seaports from drone attacks.

21 **SEC. 3. RESTRICTION ON UNMANNED AIRCRAFT AT SEA-**  
22 **PORTS.**

23       (a) IN GENERAL.—Chapter 2 of title 18, United  
24       States Code, is amended—

25           (1) in section 31(b)—

1 (A) by striking “and ‘special’” and insert-  
2 ing “‘special’”;

3 (B) by inserting “‘unmanned aircraft’, and  
4 ‘unmanned aircraft system’” before “have the  
5 meanings”; and

6 (C) by inserting “, 44801,” before “and  
7 46501”;

8 (2) in section 40A(c)—

9 (A) by striking paragraph (1); and

10 (B) by redesignating paragraphs (2) and  
11 (3) as paragraphs (1) and (2), respectively; and  
12 (3) by adding at the end the following:

13 **“§ 40B. Operation of unauthorized unmanned aircraft**  
14 **over seaports**

15 “(a) DEFINITIONS.—In this section:

16 “(1) ADMINISTRATOR.—The term ‘Adminis-  
17 trator’ means the Administrator of the Federal Avia-  
18 tion Administration.

19 “(2) COVERED AIRSPACE.—The term ‘covered  
20 airspace’ means—

21 “(A) the airspace above a seaport extend-  
22 ing from the surface up to 1,000 feet above  
23 ground level; and

24 “(B) any additional lateral or vertical air-  
25 space designated by the Administrator, as nec-

1           essary to protect maritime infrastructure at a  
2           seaport.

3           “(3) MULTI-DAY CRUISE PASSENGERS.—The  
4           term ‘multi-day cruise passengers’ means individuals  
5           who embark on a cruise itinerary from a seaport  
6           lasting more than one calendar day requiring over-  
7           night accommodations aboard the vessel.

8           “(4) SEAPORT.—The term ‘seaport’ means all  
9           piers, wharves, docks, and similar structures adja-  
10          cent to any waters subject to the jurisdiction of the  
11          United States, to which a vessel may be secured, in-  
12          cluding areas of land, water, or land and water  
13          under and in immediate proximity to such struc-  
14          tures, buildings on or contiguous to such structures,  
15          and the equipment and materials on such structures  
16          or in such buildings, and which handle at least one  
17          million tons of commercial or military cargo annually  
18          or routinely process multi-day cruise passengers.

19          “(b) PROHIBITED OPERATIONS.—Except as author-  
20          ized under subsection (c), no person may operate an un-  
21          manned aircraft or unmanned aircraft system within cov-  
22          ered airspace.

23          “(c) AUTHORIZED OPERATIONS.—The prohibition in  
24          subsection (b) shall not apply to operations—

1           “(1) conducted by the Department of Home-  
2           land Security, the Department of Defense, or any  
3           other Federal agency under statutory authority;

4           “(2) conducted by State or local law enforce-  
5           ment with prior notification to the Federal Aviation  
6           Administration and the Coast Guard;

7           “(3) conducted by a seaport, or a contracted  
8           entity, for operational, safety, or security purposes  
9           with notice to the Federal Aviation Administration  
10          and the Coast Guard;

11          “(4) authorized under a waiver issued by the  
12          Administrator; or

13          “(5) necessary to respond to an emergency in-  
14          volving an immediate threat to human life or prop-  
15          erty, provided that the operator notifies the Federal  
16          Aviation Administration and the Coast Guard as  
17          soon as practicable.

18          “(d) INTERFERENCE WITH PORT SECURITY.—No  
19          person may operate an unmanned aircraft or unmanned  
20          aircraft system in a manner that interferes with, inter-  
21          rupts, or degrades the security, operations, communica-  
22          tions, or navigational systems of a seaport, regardless of  
23          altitude.

24          “(e) ENFORCEMENT.—The Federal Aviation Admin-  
25          istration and seaports are authorized to detect, mitigate,

1 seize, and disable any unmanned aircraft operating in cov-  
 2 ered airspace (other than unmanned aircraft operating in  
 3 accordance with subsection (c)).

4 “(f) CIVIL PENALTIES.—A person who violates this  
 5 section shall be subject to a civil penalty not to exceed  
 6 \$25,000 per violation, and the unmanned aircraft involved  
 7 may be seized or forfeited.

8 “(g) CRIMINAL PENALTIES.—A person who willfully  
 9 violates subsection (b) or (d)—

10 “(1) shall be subject to a fine under this title,  
 11 imprisoned for not more than 2 years, or both; and

12 “(2) if the violation is committed with the in-  
 13 tent to surveil, damage, disrupt, or facilitate crimi-  
 14 nal or terrorist activity, shall be subject to a fine  
 15 under this title, imprisoned for not more than 10  
 16 years, or both.

17 “(h) RULEMAKING.—Not later than 180 days after  
 18 the date of enactment of this Act, the Administrator shall  
 19 issue regulations to implement this section, including des-  
 20 ignation of covered airspaces and appropriate notification  
 21 procedures.”.

22 (b) CLERICAL AMENDMENT.—The table of sections  
 23 for chapter 2 of title 18, United States Code, is amended  
 24 by adding at the end the following:

“40B. Operation of unauthorized unmanned aircraft over seaports.”.