

for an additional huge sum, and the major airlines have plans for extensive improvements to the airport making present and future investments total more than \$100 million.

The City of Los Angeles invested this sum so that the Ontario International Airport would be the number one alternate to the Los Angeles International Airport and it is of the greatest importance to all Southern California and the Los Angeles Metropolitan Area. As an arm to the Los Angeles International Airport in maintaining continuing service, it is also of vital importance to all Southern California in view of the California International Guard installations located there.

Again, I want to express my appreciation for this opportunity to present my views on this urgent matter.

Thank you, Mr. Chairman.

Mr. JONES. Will the River and Harbor Board raise any question as to the authority of the Chief of the Corps or the Secretary of the Army to make modifications?

Mr. CLAUSEN. Is this not a rather routine procedure as you move toward preconstruction planning during the first stages of A.D. & D.?

General NOBLE. Yes, to keep them within reasonable bounds our survey reports, are not prepared in sufficient detail to come up with the final design of the project. They are detailed just enough to determine if the project is a good one, and whether it is something that the Corps can recommend to the Congress and Congress, in turn, should authorize.

Subsequently, when we get to the preconstruction planning phase, with its great mass of project details, on occasion we find that things have to be done a little bit differently than originally visualized. That is the time that we firm up the project details.

Mr. CLAUSEN. This is true of a fairly high percentage of your projects.

General NOBLE. Yes, sir; it is characteristic of the way the planning proceeds.

Mr. JONES. Next is Feather River near Chester, Calif.

FEATHER RIVER, VICINITY OF CHESTER, CALIF.

Colonel PICK. Mr. Chairman and members of the committee, the town of Chester is located in northeastern California, about 125 miles north of Sacramento on the North Fork of Feather River which drains a 115-square-mile area above the town.

There are no existing Federal improvements for flood control. Flood flows cause deposition of debris and sediment in the stream channels through the town which results in loss of channel capacity. Flood waters then leave the channel and spread over the flood plain. Average annual flood damages to residential, commercial, and public property are estimated at \$94,000.

The Chief of Engineers recommends construction of an earth fill dam to divert flood flows into an old channel confined by levees to be constructed on both banks. The estimated Federal cost of construction is \$940,000. The non-Federal cost is estimated at \$820,000. Average annual benefit and cost are \$87,000 and \$71,000, respectively, with a benefit cost ratio of 1.2.

The usual items of local cooperation for local protection projects are required. Local interests have indicated willingness to meet all requirements.