

ON SEP AT APPROXIMATELY LOCAL TIME, THE DATA AIRPLANE EXPERIENCED A UNCOMMANDED LEFT ROLL. THERE WAS APPROXIMATELY 80 PASSENGERS WITH A CREW OF SIX ONBOARD. THE AIRCRAFT'S WEIGHT WAS APPROXIMATELY 111,000 LBS.

THE FLIGHT CREW REPORTED THAT THEY WERE IN CRUISE AT FL 370, HAD JUST BEEN CLEARED TO FL 350. THE CO-PILOT WAS FLYING WITH THE /B/ AUTOPILOT AND AUTO THROTTLES ENGAGED, THE AIRPLANE WAS IN ECON CRUISE MODE AT ABOUT 0.745 MACH. THE AIRCRAFT HEADING WAS APPROXIMATELY 100 DEGREES. JUST PRIOR TO THE DESCENT, THE CREW FELT FIVE OR SIX QUICK /BUMPS/ SIMILAR TO A MACH BUFFET, THEN EXPERIENCED AN ABRUPT LEFT ROLL TO ABOUT 25 DEGREES. THE CAPTAIN TOOK HOLD OF THE CONTROL WHEEL AND APPLIED IMMEDIATE RIGHT AILERON AND INPUT RIGHT RUDDER. AFTER SOME HESITATION, THE AIRCRAFT RIGHTED ITSELF. BOTH L-NAV AND V-NAV WENT IN TO CWS. THE AUTOPILOT WAS NOT DISENGAGED. THE CREW FLEW IT OUT OF THE ROLL USING CWS. WHEN A SECOND BUT LESSOR OCCURRENCE HAPPENED, THE CREW DISENGAGED THE AUTOPILOT AND YAW DAMPER, BUT THE AIRCRAFT REACTION WAS EXACTLY THE SAME. THE AUTOPILOT AND YAW DAMPER WAS RE-ENGAGED.

THE CREW NOTED ON TCAS AN AIRCRAFT ON AHEAD(?) 10 TO 15 MILES GOING 90 DEGREES ACROSS THEIR COURSE. NO OTHER AIRPLANES WERE OBSERVED.

THE FIRST OFFICER REPORTED THAT ALTHOUGH THERE NO OTHER AIRCRAFT NEARBY, IT FELT LIKE WAKE TURBULENCE.

THERE WAS NO LOG BOOK MAINTENANCE BY THE FLIGHT CREW. THE FLIGHT DATA RECORDER HAS BEEN REMOVED FOR READOUT. FURTHER DETAILS WILL BE PROVIDED AS THEY BECOME AVAILABLE.