



## **PMA7000M**

**Audio Selector Panel  
Marker Beacon Receiver and  
Monaural Intercom System**

***Flying Never Sounded So Good™***



# **Pilot's Guide And Operation Manual**

Patent Nos. 4,941,187: 5,903,277: 6,160,496: 6,493,459

FAA-Approved TSO C50c, C35d

JAA-Approved JTSO 2C35d, C50c

202-780-0604

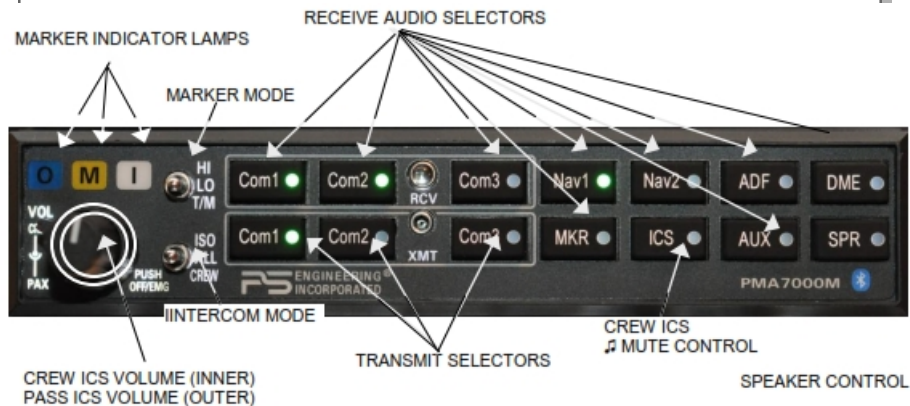
January 2015

## OPERATION

### SCOPE

This section provides detailed operating instructions for the PS Engineering PMA7000M Audio Selector Panel/Intercom Systems. Please read it carefully before using the equipment so that you can take full advantage of its capabilities.

This chapter is divided into four sections covering the basic operating areas of the PMA7000M systems. They are Audio Selector, Transceiver Selection, Intercom, and Marker Beacon Receiver.



### PMA7000M controls

#### ***Power Switch (EMG-Fail Safe Operation)***

Unit power is turned on and off by pushing the volume knob. In the OFF or "EMG" position, the pilot is connected directly to Com 1. This allows communication capability regardless of unit condition. Any time power is removed or turned OFF, the audio selector will be placed in the fail-safe mode.

The power switch also controls the audio selector panel functions, intercom, and marker beacon receiver.

#### ***Microphone (XMT) Selection***

There are six pushbuttons associated with the communications transceivers. The lower buttons control which transceiver is selected for transmit.

The PMA7000M gives priority to the pilot's PTT. If the copilot is transmitting, and the pilot presses his PTT, the pilot's microphone will be heard over the selected com transmitter.

The PMA7000M-Series has an automatic selector mode. Audio from the selected transceiver is automatically heard in the headsets and speaker (if selected). You can check this function by switching from COM 1 to COM 2 and watch the selected audio light on the selector change from COM 1 to COM 2. This ensures the pilot will *always* hear the audio from the transceiver he is transmitting on.



When switching from COM 1 to COM 2, while COM 2 audio had been selected, Com 1 audio will continue to be heard. This eliminates the pilot having to switch Com 1 audio back on, if desired.

When switching from COM 1 to COM 2 while Com 2 has NOT been selected, Com 1 audio will be switched off. In essence, switching the mic selector will not effect the selection of Com receiver audio.

### **Swap Mode (Switch from Com 1 to Com 2 remotely)**

With a yoke mounted, momentary switch, the pilot can change from the current Com transceiver (Com 1, 2, or 3) to the other by depressing this switch. To cancel "Swap Mode," the pilot may either press the yoke mounted switch again, or select a different Com with the XMT buttons.

### **Audio Selector**

Receiver audio is selected through seven momentary, push-button, backlit switches. You will always hear the audio from the transceiver that is selected for transmit.

The users can identify which receivers are selected by noting which of the green button LEDs are illuminated. Push buttons labeled **Nav 1**, **Nav 2**, **MKR** (Marker), **AUX** (auxiliary), and **SPR** (Speaker) are momentary type switches. When one of these buttons is pressed, the receiver audio becomes active, and the LED will illuminate. Press the switch again and it turns off removing that receiver from the audio.

### **Speaker Amplifier**

The "**SPR**" push-button section stands for speaker. This switch will place all selected audio on the cockpit speaker when this switch is activated. The speaker amplifier will present the audio sources selected by the pilot, in "Split Mode." Unswitched audio, (autopilot disconnect, altimeter warning,

etc.) will come through the speaker regardless of the speaker button position.

### ***Split Mode***

The split mode can be activated at any time by pressing the desired combination of XMT buttons at the same time. For instance, to activate a Com 1/Com 2 split, press and hold the com 1 button, and then press the Com 2 button while holding the Com 1 button. This places the pilot on Com 1 and the Copilot on Com 2. All four indicator LEDs will be on.



Split mode is possible with pilot on Com 1, copilot on Com 2 or 3. Pilot on Com 2 or Com 3 and Copilot on Com 1 is not possible.

#### **Note:**

**Due to the nature of VHF communications signals, and the size constraints in general aviation aircraft, it is probable that there will be some bleed-over in the Split mode, particularly on adjacent frequencies. PS Engineering makes no warranty about the suitability of Split Mode in all aircraft conditions.**

**Note: Split Mode does not turn off other (Nav, ADF, etc.) selected audio to pilot. However, the copilot will only hear the selected communications receiver.**

### ***Split Mode Intercom (ICS)***

In split mode, the pilot and copilot are usually isolated from each other on the intercom while using their respective radios. Depressing the **ICS** button in Split Mode will activate VOX intercom between the pilot and copilot positions. This permits intercommunication when desired between the crew. Pressing the ICS button again turns off the crew intercom function.

### ***Intercom Operation***

#### ***IntelliVox® VOX-Squelch***

No adjustment of the *IntelliVox®* squelch control is necessary. There is no field adjustment. Through individual signal processors, the ambient noise appearing in all six microphones is constantly being sampled. Non-voice signals are blocked. When someone speaks, only their microphone circuit opens, placing their voice on the intercom.

The system is designed to block continuous tones, therefore people humming or whistling in monotone may be blocked after a few moments.

**For consistent performance, any headset microphone must be**

placed within ¼-inch of your lips, preferably against them. (ref: *RTCA/DO-214, 1.3.1.1 (a)*).

**It is important to keep the microphone out of a direct wind path. Moving your head through a vent air stream may cause the *IntelliVox*<sup>®</sup> to open momentarily. This is normal.**

**The *IntelliVox*<sup>®</sup> is designed to work with normal aircraft cabin noise levels (70 dB and above). It loves airplane noise! Therefore, it has a tendency to miss initial syllables in a quiet cabin, such as in the hangar, or without the engine running. This is normal, for best performance, go fly!**

For optimum microphone performance, PS Engineering recommends installation of a Microphone Muff Kit from Oregon Aero (1-800-888-6910). This will not only optimize VOX performance, but will improve the overall clarity of *all* your communications.

### **Intercom Volume Control**

The intercom volume control for pilot and copilot is the smaller concentric knob on the left side of the unit. This volume control knob adjusts the loudness of the intercom for the pilot and copilot only. It has no effect on selected radio levels, music input levels or passengers' volume level.



Adjust the radios and intercom volume for a comfortable listening level for the pilot. Most general aviation headsets today have built-in volume controls; therefore, passenger volume can be adjusted at the headset.

The outer knob is the passenger volume control. This volume control knob adjusts the loudness of the intercom for the passengers only. It has no effect on selected radio levels, music input levels or crew's volume level.

### **Intercom Modes**

The lower switch on the left side is a 3-position mode switch that allows the pilot to tailor the intercom function to best meet the current cockpit situation. The description of the intercom mode function is valid only when the unit is not in the "Split" mode. Then, the pilot and copilot intercom is controlled with the ICS button.

**ISO:** (Up Position): The pilot is isolated from the intercom and is connected only to the aircraft radio system. He will hear the aircraft radio reception (and sidetone during radio transmissions). Copilot will hear passengers' intercom and Entertainment 1, while passengers will hear copilot intercom and Entertainment 2. Neither will hear aircraft radio receptions or pilot transmissions.



**ALL:** (Middle Position): All parties will hear the

aircraft radio and intercom. Crew will hear Entertainment 1, passengers will hear Entertainment 2. During any radio or intercom communications, the music volume automatically decreases. The music volume increases gradually back to the original level after communications have been completed.

**CREW (Down Position):** Pilot and copilot are connected on one intercom channel and have exclusive access to the aircraft radios. They may also listen to Entertainment 1. Passengers can continue to communicate with themselves without interrupting the Crew and also may listen to Entertainment 2.

Anytime the PMA7000M is in either the Split Mode ("COM 1/COM 2, COM 1/COM 3"), the pilot and copilot intercom is controlled with the ICS button. The passengers will maintain intercommunications, but never hear aircraft radios.

#### **Alternate Intercom Mode**

If an external switch is installed for the purpose, the PMA7000M can enter "Alternate Intercom Mode." When the intercom is in **ALL** mode, with alternate mode enabled the passengers will **NOT** hear the aircraft radios, but they will hear the crew on the intercom. In addition, the crew microphones will be blocked from the crew headsets while the radio audio is active.

#### **Entertainment Input**

The audio selector panel has provisions for two separate music input devices. Music 1 feeds the pilot and copilot positions, music 2 feeds the passenger positions. They operate independently in the PMA7000M.

While in the ISO (Isolate) mode, the copilot will hear Entertainment 1 while the four passengers will hear Entertainment #2. In normal operation, whenever a person speaks, or if the aircraft radio becomes active, the music will automatically mute and then will gradually return to the original listening level when the intercom or radio conversation ceases.

Bluetooth® Music is presented as Music 1, and heard by the pilot and copilot positions. However, Bluetooth can be provided to all positions. Press and hold the ICS button for one second, or until the Bluetooth music appears in passenger headphones.

It is also possible to use a single input device for both music inputs. However, we suggest that a switch (DPDT) be installed between the music device and music input #1. This will allow the pilot to direct the music as desired.

#### **Soft Mute and Soft Mute inhibit**

The Soft Mute feature assures that the aircraft radio transmissions will not be missed due to music playing. When there is radio reception or intercom conversation, the music is muted. When the radio or intercom traffic

ceases, the level gradually returns to normal.

The front panel ICS switch controls muting of music source #1 (for pilot and copilot). Pushing this button places the ICS in Karaoke (or sing along) mode, which inhibits the soft mute feature. This allows the music to continue uninterrupted by intercom or radio traffic when cockpit workload is appropriate. Pushing the button again will release the mute inhibit function.



The passenger music, source #2, can be placed in the Karaoke mode if a remote switch is installed in the aircraft.

### ***Bluetooth Telephone Mode***

The **Bluetooth connection** input can serve as a full duplex interface for telephone systems if the installation is correctly configured. PS Engineering does not guarantee compatibility with all Bluetooth® telephone systems.

<b>Mode</b>	<b>Pilot Hears</b>	<b>Copilot Hears</b>	<b>Passengers Hear</b>	<b>Telephone</b>	<b>Comments</b>
<b>ISO</b>	A/C Radios Pilot Side-tone (during radio transmission) Entertainment 1 is Muted	Passengers Copilot Music Input 1	Copilot Passengers Music 2	"Phone Booth" mode Pilot has exclusive use of the telephone	This mode allows the pilot to communicate without the others being bothered by the conversations. Copilot and passengers can continue to communicate and listen to music
<b>ALL</b>	Radios Copilot Passengers Music 1	Radios Pilot Passengers Music 1	Radios Pilot Copilot Passengers Music 2	All have access to phone.	This mode allows all on board to hear radio reception as well as communicate on the intercom. Music and intercom is muted during intercom and radio communications
<b>CREW</b>	Radios Copilot Music 1	Radios Pilot Music 1	Passengers Music 2	Pilot and copilot have phone access only	This mode allows the pilot and copilot to concentrate on flying while the passengers can communicate amongst themselves

Calls are answered or placed from the telephone itself.

In the **All** intercom mode, everyone is on the telephone and hears selected radio audio. The pilot and copilot will have full transmit capability on the selected transceiver Com 1 or 2, simply by using their respective PTT switch.

In **CREW** mode, the pilot and copilot may use the telephone. Passengers will not hear telephone or other radios.

In **ISO** intercom mode, the pilot position is in the "Phone Booth." He will also have access to Com 1 or 2, and will transmit on that radio using the PTT. All selected audio is provided.

**Note: Because the telephone uses an intercom circuit, all stations on that circuit will lose intercom capability when the telephone is in use.**

### Pairing and unpairing Bluetooth devices

The PMA7000M can be paired with up to eight individual devices. When that number is exceeded, one device will be automatically un-paired to allow the new device. The device eliminate will be selected at random by the Bluetooth module. *Hint, if your old phone is not recognized by the PMA7000M, you may need to clear the audio panel and re-pair.*

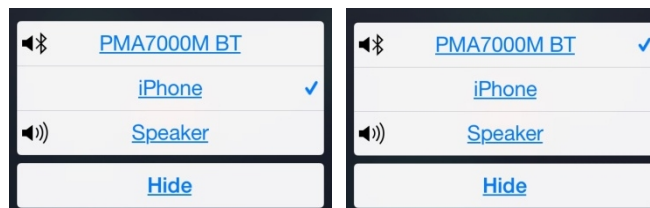
To reset the Bluetooth, Hold Nav 1 and Nav 2 buttons at the same time for more then 3 seconds.

### Pairing separate music and telephone devices

It is possible to use a different music source (iPad, iPod with Bluetooth adapter, Bluetooth enabled laptop, etc) and telephone. However, the music source must be paired **first**, *before* the telephone, if the telephone also has music streaming capability. Otherwise, the Smartphone will also take over the music streaming. Note: iPhones will probably take control over other music devices. In Droid you may select music or phone only. With Blackberry, you may have to manually select the PMA7000M as audio source for each call.

When a Bluetooth-enabled telephone is paired and connected with the PMA7000M, the audio panel will serve as a connection to the aircraft occupants. You can make and answer calls from the telephone handset.

In some cases, you will need to select the PMA7000M as your audio source to connect on a call:





**Warning:**

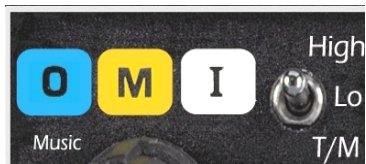
United States FCC Regulations contained in 47 CFR § 22.925 contain prohibition on airborne operation of cellular telephones. “Cellular telephones installed in or carried aboard airplanes, balloons or any other type of aircraft must not be operated while such aircraft are airborne (not touching the ground). When any aircraft leaves the ground, all cellular telephones on board that aircraft must be turned off.”

**Cellular telephone sidetone**

As shipped from PS Engineering, the PMA7000M provides cellular telephone sidetone (the user’s voice fed back to the headset). Some cell phones provide sidetone. In PMA7000M Telephone sidetone can be enabled/disabled by a internal modification. Contact PS Engineering for information.

**Marker Beacon**

The Marker Beacon Receiver uses visual and audio indicators to alert you when the aircraft passes over a 75 MHz transmitter.



The Blue lamp, labeled "O," is the Outer Marker lamp and has an associated 400-Hertz 'dash' tone. The lamp and tone will be keyed at a rate of two tones/ashes per second when the aircraft is in the range of the Outer Marker Beacon.

The Amber lamp, labeled "M," is the Middle Marker lamp and is coupled with a 1300-Hertz tone. It is keyed alternately with short 'dot' and long 'dash' bursts at 95 combinations per minute.

The White lamp, labeled "I," is the Inner marker and has a 3000-Hertz 'dot' tone. The lamp and tone will be keyed at a rate of six times per second.

The audio from the Marker Beacon Receiver can be heard by selecting the "MKR" push-button switch. To adjust the volume level, there is a service adjustment located on the top of the unit.

A three-position switch is used to set the receiver sensitivity and to test the indicator lamps. Use "HI" sensitivity initially. This allows you to hear the outer marker beacon about a mile out. Then select the "LO" sensitivity to give you a more accurate location of the Outer Marker. The momentary down switch position is marker test, labeled "T/M" and illuminates all three lamps simultaneously to assure the lamps (internal and external) are in working order. TST does not activate MM sense output.

Pressing the marker mode select down (to "T/M") will cause the marker

audio to mute for that beacon. The next beacon received will re-activate the audio.

## ***Warranty***

In order for the factory warranty to be valid, the installations in a certified aircraft must be accomplished by an FAA-(or other ICAO agency) certified avionics shop and authorized PS Engineering dealer. If the unit is being installed by a non-certified individual in an experimental aircraft, a factory-made intercom harness must be used for the warranty to be valid.

PS Engineering, Inc. warrants this product to be free from defect in material and workmanship for a period of two (2) years from the date of sale. During the first **twelve (12) months** of the warranty period, PS Engineering, Inc., at its option, will send a replacement unit at our expense if the unit should be determined to be defective after consultation with a factory technician.

For the remaining **twelve (12) months** of the PMA7000-series three-year warranty period, PS Engineering, Inc., at its option, will send a replacement unit at the customer's expense if the unit should be determined to be defective after consultation with a factory technician.

All transportation charges for returning the defective units are the responsibility of the purchaser. All domestic transportation charges for returning the exchange or repaired unit to the purchaser will be borne by PS Engineering, Inc. The risk of loss or damage to the product is borne by the party making the shipment, unless the purchaser requests a specific method of shipment. In this case, the purchaser assumes the risk of loss.

This warranty is not transferable. Any implied warranties expire at the expiration date of this warranty. PS Engineering SHALL NOT BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES. This warranty does not cover a defect that has resulted from improper handling, storage or preservation, or unreasonable use or maintenance as determined by us. This warranty is void if there is any attempt to disassemble this product without factory authorization. This warranty gives you specific legal rights, and you may also have other rights, which may vary from state to state. Some states do not allow the exclusion of limitation of incidental or consequential damages, so the above limitation or exclusions may not apply to you.

All items repaired or replaced under this warranty are warranted for the remainder of the original warranty period. PS Engineering, Inc. reserves the rights to make modifications or improvements to the product without obligation to perform like modifications or improvements to previously manufactured products.

## ***Factory Service***

Call PS Engineering, Inc. at (865) 988-9800 before you return any unit.



This will allow the service technician to provide any other suggestions for identifying the problem and recommend possible solutions.

After discussing the problem with the technician and you obtain a Return Authorization Number, ship product to:

PS Engineering, Inc.  
Attn: Service Department  
9800 Martel Rd  
Lenoir City, TN 37772  
(865) 988-9800 FAX (865) 988-6619  
Email: support@ps-engineering.com

NOTE: PS Engineering will not be responsible for any product returned to us by US Mail, or in other than the original or UPS approved equivalent packaging. Units without an RMA or detailed description of problem AND a contact phone number will be refused.

### Record

PMA7000M Serial Number: \_\_\_\_\_

Date of Purchase: \_\_\_\_\_

Installed by: \_\_\_\_\_

**PS Engineering, Inc. 2015 ©**  
**Copyright Notice**

Copyrighted information in this manual is subject to change without notice. PS Engineering reserves the right to improve or change the products or contents of this manual, without notification of any person or agency. The contents of this pilot's guide may be downloaded, stored and reprinted for personal use provided that this copyright information is included. Commercial use is strictly prohibited. For further information contact the Publications Manager at PS Engineering, Inc., 9800 Martel Road, Lenoir City, TN 37772. Phone (865) 988-9800