

Annapurna Circuit Trek

15 days · Challenging · Request a quote

Follow the Marsyangdi valley to Manang, take time to acclimatize and cross Thorong La at about 5,416 m before descending into the Kali Gandaki valley.

Overview

The Annapurna Circuit is a journey through changing landscapes: lower river valleys, pine forest, the drier upper valley around Manang and the high crossing of Thorong La. This 15-day outline begins in Kathmandu, approaches the walking route through Besisahar and Dharapani, and finishes by traveling through Pokhara back to Kathmandu.

The route keeps the focus on the main circuit. It includes a second night in Manang and separates the approach to Thorong Phedi into overnight stops at Yak Kharka and Ledar. These stages make the upper-valley progression easier to understand, but they do not remove the need to assess symptoms or add time. Thorong Phedi is the planned highest sleeping location at about 4,450 m; the pass is a much higher daytime crossing at about 5,416 m.

Pass day is the hardest part of the outline. An early departure, sustained ascent, cold or wind and a long descent toward Muktinath all contribute to the effort. The crossing depends on the trail being suitable and every trekker being well enough to proceed. There is no guaranteed pass crossing simply because it appears in a booked schedule.

Tilicho Lake is a separate extension. This 15-day route does not include the lake or a crossing of Mesokanto La. Adding Tilicho changes the number of days, acclimatization plan, exposed-trail assessment and quotation. Our [Annapurna Circuit and Tilicho guide](#) explains the difference.

Road access has changed parts of the lower circuit. The final proposal should identify where you walk, where you use vehicles and which alternatives are practical for your dates. [Send your preferences](#) if you would like more village walking, shorter stages or extra contingency days.

Day-by-day itinerary

Day 1: Arrive and prepare in Kathmandu

Settle into Kathmandu and review the route, equipment and transport choices. Discuss your recent walking experience and the demanding pass day before starting. The proposal should clearly identify accommodation, meals, permits, staffing and the arrangements for changes caused by weather or health.

Kathmandu → Kathmandu · No scheduled trekking · Highest visited: 1400 m · Overnight: 1400 m · Hotel · As agreed in your quotation

Day 2: Travel to Besisahar

Travel toward the Marsyangdi valley and Besisahar. Keeping this as a separate travel day avoids making a long road journey continue immediately to a high mountain overnight. Traffic, highway works and weather can change the arrival time; any onward vehicle arrangement should remain flexible.

Kathmandu → Besisahar · No scheduled trekking; road travel about 6–8 hours · Overnight: 760 m · Hotel or local guesthouse · As agreed in your quotation

Day 3: Continue by road to Dharapani

Continue along the mountain road to Dharapani, using the vehicle arrangement in the quotation. The rougher road makes this a slow travel day despite the relatively short map distance. Confirm the following walking route and rest before the sustained trek toward Chame.

Besisahar → Dharapani · No scheduled trekking; road travel about 4–6 hours · Highest visited: 1860 m · Overnight: 1860 m · Teahouse · As agreed in your quotation

Day 4: Walk from Dharapani to Chame

Follow the upper Marsyangdi valley through settlements and forest toward Chame. The route includes climbs and sections where local trail choices help avoid the motor road when practical. This is a substantial first walking day, so leave enough time for a steady pace and ordinary rest stops.

Dharapani → Chame · About 6–7 hours · Highest visited: 2670 m · Overnight: 2670 m · Teahouse · As agreed in your quotation

Day 5: Continue to Lower Pisang

Walk farther into the valley as the landscape becomes more open around Pisang. The sleeping altitude rises above 3,000 m; avoid treating the familiar trail or good weather as a reason to hurry. The planned overnight is Lower Pisang, with any local exploration dependent on arrival time and wellbeing.

Chame → Lower Pisang · About 5–6 hours · Highest visited: 3200 m · Overnight: 3200 m · Teahouse · As agreed in your quotation

Day 6: Follow the lower valley route to Manang

Continue by the lower-valley approach through the Braga area toward Manang. This outline uses that route to keep the day less demanding than the high Ghyaru–Ngawal alternative. Travelers who want the upper villages should add time and agree a revised overnight plan rather than assume a side excursion fits easily.

Lower Pisang → Manang · About 5–6 hours · Highest visited: 3540 m · Overnight: 3540 m · Teahouse · As agreed in your quotation

Day 7: Spend a second night in Manang

Remain in Manang and consider a gentle local walk toward a suitable viewpoint above the village, returning to the same sleeping altitude. The aim is time at altitude, not a race to a high viewpoint. Rest instead if needed and review readiness for the next stage.

Manang → Manang · Optional local walking, about 2–4 hours · Highest visited: 3800 m · Overnight: 3540 m · Teahouse · As agreed in your quotation

Day 8: Climb gradually toward Yak Kharka

Leave the main village area and follow the upper trail toward Yak Kharka. The thinner air often makes a modest-looking distance feel slower. Take the roughly 510 m sleeping-height gain seriously and keep the afternoon quiet. Any altitude symptoms should be discussed before considering further ascent.

Manang → Yak Kharka · About 4–5 hours · Highest visited: 4050 m · Overnight: 4050 m · Teahouse · As agreed in your quotation

Day 9: Make the short stage to Ledar

Continue a short distance to Ledar and remain at a similar altitude for much of the day. This extra upper-valley stop reduces the distance and sleeping-height gain of the following approach. A short optional walk should stay modest and should not replace rest if you are tired or unwell.

Yak Kharka → Ledar · About 2–3 hours · Highest visited: 4200 m · Overnight: 4200 m · Teahouse · As agreed in your quotation

Day 10: Approach Thorong Phedi

Follow the approach to Thorong Phedi, taking care on exposed or loose sections where current trail conditions govern the walking line. Stay at Phedi rather than moving the overnight to High Camp. Review the weather, trail, group condition and turnaround options before deciding whether the pass attempt is appropriate.

Ledar → Thorong Phedi · About 3–4 hours · Highest visited: 4450 m · Overnight: 4450 m · Teahouse · As agreed in your quotation

Day 11: Cross Thorong La and descend to Muktinath

When the trail and individual condition allow, start early for the sustained ascent to Thorong La, approximately 5,416 m. The crossing is followed by a long descent toward Muktinath. Cold, wind, snow and fatigue can all change the day; keep a conservative turnaround decision and do not treat the pass as compulsory.

Thorong Phedi → Muktinath · About 8–12 hours · Highest visited: 5416 m · Overnight: 3800 m · Teahouse · As agreed in your quotation

Day 12: Walk down toward Kagbeni

Descend through the dry landscape toward Kagbeni, with time for the villages and a slower pace after the pass. The route stays within the ordinary circuit approach; travel into the Upper Mustang restricted area is a separate journey requiring different arrangements. Respect local religious sites and ask before photographing people.

Muktinath → Kagbeni · About 3–4 hours · Highest visited: 3800 m · Overnight: 2810 m · Teahouse · As agreed in your quotation

Day 13: Continue through the valley to Jomsom

Follow the Kali Gandaki valley toward Jomsom. Wind and dust can make the open valley less comfortable later in the day, so walking time and departure are adjusted locally. Use the remaining time to rest and confirm the onward road or flight arrangement.

Kagbeni → Jomsom · About 3–4 hours · Highest visited: 2810 m · Overnight: 2720 m · Teahouse · As agreed in your quotation

Day 14: Travel from Jomsom to Pokhara

Travel to Pokhara by the arrangement agreed in the quotation. Road travel can take most of the day on rough and winding sections. A flight is a separate option subject to availability, weather and operations; a delayed or canceled flight may require a different plan.

Jomsom → Pokhara · No scheduled trekking; road travel about 8–11 hours · Highest visited: 2720 m · Overnight: 822 m · Hotel · As agreed in your quotation

Day 15: Return to Kathmandu

Complete the return to Kathmandu by the agreed transport. Allow a separate buffer before an international flight rather than planning a tight connection after this travel day. Additional time is especially useful if the pass or the Jomsom return has been disrupted.

Pokhara → Kathmandu · No scheduled trekking; road travel about 7–10 hours · Overnight: 1400 m · Hotel · As agreed in your quotation

Your quotation

The written quotation for your dates identifies included services and separate expenses. Confirm guiding, permits, transport, accommodation and meals, as well as insurance, personal costs and disruption arrangements before booking.

Practical information

Acclimatization and the pass

The sleeping elevations are approximately Manang 3,540 m, Yak Kharka 4,050 m, Ledar 4,200 m and Thorong Phedi 4,450 m. Heights vary between maps and lodge locations. The Manang rest day and shorter upper stages support a measured approach, but symptoms may require another night or a descent. Follow current [CDC altitude guidance](#); fitness is not a guarantee against altitude illness.

Permits and route scope

The main circuit falls within ACAP, and current guide and TIMS requirements should be checked through [NTNC](#) and [Nepal Tourism Board](#). Tilicho, the Upper Mustang restricted area and technical side routes are not included in this itinerary. Any extension needs its own written route and service agreement.

Transport and spare time

Jomsom–Pokhara road travel is long and rough in places; a flight, if selected, depends on weather and operations. The return to Kathmandu is another travel day. Keep additional time before international travel and agree in advance how extra nights, alternative transport or a delayed pass attempt would be handled. All walking times are estimates, not daily deadlines.